SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

138

To Take Effect Thursday, January 5, 1933, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

San Francisco Subdivision.

Time Table No. 138

January 5, 1933

FIRST CLASS

Capacity of sidings and spurs in car lengths	36	124	174	172	170	120	168	166	164	162	114	112	244	34	72	110	108	116	106	Distance from San Francisco	STATIONS
	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Redwood	Daylight	Passenger	Passenger	Passenger	Passenger		
	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUN. & HOLIDAYS ONLY	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily		
San Francisco Terminal Yard BKWOIT YP	3.05 PM	2.15 PM	2.15 PM	1.45 PM	1.30 PM	1.15 PM	1.00 PM	12.30 PM	12.15 PM	11.15 AM	11.00 AM	9.30 AM		8.05 AM	8.00 AM	7.00 AM	6.00 AM	2.30 AM	12.15 AM	0.0	TO-R SAN FRANCISCO 1.9
				f																1.9	23D STREET 0.3
																				2.2	ARMY STREET 0.9
P																f				3.1	14TH AVE. 2.1
BKWO ITP	3.14	f 2.24	f 2.24	f 1.55	1.39	f 1.24	1.09	12.39	s 12.25	f 11.24	f 11.10	f 9.39		f 8.14	8.09	s 7.10	f 6.09	f 2.40	f 12.25	5.2	BAYSHORE 1.3
P												f				f		f	f	6.5	VISITACION 0.4
IP																				6.9	R VISITACION TOWER 1.7
												f		s		s	s			8.6	BUTLER ROAD 0.7
		s 2.30	s 2.30	s 2.01	s 1.44	s 1.30		s 12.45	s 12.31	s 11.30	s 11.16	s 9.46		s 8.20		s 7.18	s 6.16	s 2.47	s 12.31	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P	3.21	f 2.33	f 2.33	s 2.04	1.47	s 1.34	1.17	f 12.48	f 12.35	f 11.33	s 11.20	s 9.50		s 8.24	8.16	s 7.22	s 6.20	s 2.51	s 12.34	11.0	SAN BRUNO 1.1
		f	f	f		f		f	f	f	f	f		f		f	f	f	f	12.1	LOMITA PARK 1.6
51 Center P		f	f	f		f		f	f	f	f	f		f		f	s	f	f	13.7	MILLBRAE 1.5
52 Spur P		s	s	s	s	s	s	s	s	s	s	s		s		s	s	s	s	15.2	BROADWAY 1.1
60 Spur P		s 2.43	s 2.41	s 2.13	s 1.55	s 1.45	s 1.25	s 12.58	s 12.46	s 11.43	s 11.31	s 10.00		s 8.36	8.22	s 7.33	s 6.35	s 3.01	s 12.43	16.3	BURLINGAME 1.6
91 Center WP	3.29	s 2.47	s 2.45	s 2.17	s 1.59	s 1.49	s 1.29	s 1.02	s 12.50	s 11.47	s 11.35	s 10.04		s 8.40		s 7.37	s 6.40	s 3.05	s 12.47	17.9	SAN MATEO 1.0
		f	f	f	f	f		f	f	f	f	f		f		f	f	f	f	18.9	LESLIE 0.8
14 Spur																		f		19.7	ROMAC 0.6
		f	f	f		f		f	f	f	f	f		f		f	f	f	f	20.3	BERESFORD 1.6
28 Spur P		f	f	s		s		f	f	f	s	s		s		s	s	f	s	21.9	BELMONT 1.3
51 Center P		s 2.58	s 2.55	s 2.27		s 1.58		s 1.11	s 1.00	f 11.57 AM	s 11.44	s 10.14		f 8.48		s 7.47	s 6.50	f 3.16	s 12.55	23.2	SAN CARLOS 2.2
Yard		s 3.02	s 2.59	s 2.31	s 2.10	s 2.02	s 1.39	s 1.15	s 1.04	s 12.01 PM	s 11.48	s 10.18		s 8.52		s 7.50	s 6.57	s 3.21	s 12.59	25.4	REDWOOD CITY 0.8
WIYP	3.39	3.04	3.01	2.33	2.12	2.04	1.41	1.17	1.06	12.03	11.50	10.20		8.54	8.33	7.52	6.59	3.23	1.01	26.2	R REDWOOD JCT. 1.6
51 Center		f	f	f	f	f	s 1.44	f	f	f	f	f		f		f	f	f	s	27.8	ATHERTON 1.1
41 Spur P		s	s	s	s	s	s	s	s	f	s	s		s		s	s	s	s	28.9	MENLO PARK 1.2
51 Spur P		s 3.13	s 3.11	s 2.41	s 2.20	s 2.12	s 1.49	s 1.26	s 1.15	s 12.11	s 11.59 AM	s 10.29		s 9.02	8.38	s 8.01	s 7.12	s	s 1.10	30.1	PALO ALTO 1.7
53 Center KWYP	3.46	s 3.16	s 3.15	s 2.45	s 2.24	s 2.15	s 1.53 PM	s 1.30	s 1.19	s 12.15	s 12.03 PM	s 10.33		s 9.06	8.40	s 8.04	s 7.15	s 3.35	f 1.13	31.8	R MAYFIELD 3.0
										f	f					f	f	f	f	34.8	CASTRO 1.3
51 Center P		s 3.25	s 3.22	s 2.51	s 2.30	s 2.21	Via Los Altos	s 1.36	s 1.26	s 12.21	s 12.11	s 10.41	Via Newark	s 9.12		s 8.10	s 7.22	s 3.44	f 1.19	36.1	MOUNTAIN VIEW 2.7
77 Spur P		s 3.30	s 3.27	s 2.56	s 2.35	s 2.26		s 1.41	s 1.31	s 12.26	s 12.16	s 10.46		s 9.16		s 8.15	s 7.28	s	f 1.23	38.8	SUNNYVALE 2.0
50 Center		f	f	f	f	f		f	f	f	f	f		f		f	f	f	f	40.8	LAWRENCE 3.5
San Jose Term. Yard IP		s 3.39	s 3.34	s 3.03	s 2.42	s 2.33		s 1.48	s 1.38	s 12.33	s 12.23	s 10.53	9.45 AM	s 9.26		s 8.24	s 7.39	s 3.59	f 1.30	44.3	R SANTA CLARA 0.9
KP																				45.2	SAN JOSE YARD 0.5
IP		f	f	f	f	f		f	f	f	f	f	f	f 9.30 AM		f	f	f	f	45.7	R COLLEGE PARK 1.2
BKW OITP	s 4.06 PM	s 3.45 PM	s 3.40 PM	s 3.10 PM	s 2.50 PM	s 2.40 PM		s 1.55 PM	s 1.45 PM	s 12.40 PM	s 12.30 PM	s 11.00 AM	s 9.50 AM	Via West San Jose	s 9.00 AM	s 8.30 AM	s 7.45 AM	s 4.05 AM	s 1.35 AM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUN. & HOLIDAYS ONLY	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(1.01) 46.13	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(1.20) 35.18	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(0.05) 31.20	(1.25) 32.25	(1.00) 46.90	(1.30) 31.27	(1.45) 26.80	(1.35) 29.62	(1.20) 35.18		……Time over District ……Average Speed per Hour

Automatic Block System

Double Track

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Register at Santa Clara located in interlocking tower.

Additional Stations
- Paul Ave., MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7

☞NOTE.—See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.

Water supply Redwood Junction, located on Dumbarton line.

ADDITIONAL REGULAR STOPS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
164	Paul Ave.	Receive or Discharge	Any Station	Any Station	Saturday

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Burlingame	Receive	Any Station		Daily
72	Palo Alto	Receive	Watsonville Jct.		Daily
120	Visitacion	Receive or Discharge	Any Station	Any Station	Sunday
36	San Mateo Palo Alto	Receive	Beyond San Jose		Daily

Time Table No. 138

January 5, 1933

FIRST CLASS

Automatic Block System

Double Track

STATIONS	Distance from San Jose	105	259	107	169	109	111	115	117	77	121	123	125	129	131	75	133	73	31	135	173
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Lark	Passenger	Passenger	Santa Cruz	Passenger	Passenger
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9	s 6.20 AM		s 7.15 AM	s 7.25 AM	s 7.30 AM	s 7.45 AM	s 8.00 AM	s 8.10 AM	s 8.15 AM	s 8.20 AM	s 8.25 AM	s 8.32 AM	s 8.40 AM	s 8.55 AM	s 9.00 AM	s 9.20 AM		s 9.40 AM	s 10.05 AM	s 10.10 AM
23D STREET 0.3	45.0	s		s		s	s	s													
ARMY STREET 0.9	44.7																				
14TH AVE. 2.1	43.8	s		s																	
BAYSHORE 1.3	41.7	s 6.07		s 7.02	f 7.10	s 7.18	s 7.32	s 7.48	8.00	8.05	8.10	8.16	8.23	8.31	8.45	8.50	9.10		9.31	s 9.55	f 10.01
VISITACION 0.4	40.4			f																	
R VISITACION TOWER 1.7	40.0																				
BUTLER ROAD 0.7	38.3			s																	
SO. SAN FRANCISCO 1.1	37.6	s 6.01		s 6.54	s 7.04	s 7.12	s 7.25	s 7.42	s 7.54				s 8.17		s 8.39		s 9.04			s 9.49	s 9.55
TANFORAN WYE 0.6	36.5																				
SAN BRUNO 1.1	35.9	s 5.57		s 6.50	f 7.01	s 7.08	s 7.21	7.39	s 7.49	7.56	8.01	8.07	8.14	s 8.22	s 8.36	8.41	s 9.01		9.23	s 9.45	f 9.52
LOMITA PARK 1.6	34.8	s		s	f	f	s		s					s	s					s	f
MILLBRAE 1.5	33.2	f		s	f		s		s			s					s			f	f
BROADWAY 1.1	31.7	s		s	s	s	s	s	s				s 8.08	s	s		s			s	s
BURLINGAME 1.6	30.6	s 5.46		s 6.38	s 6.51	s 6.57	s 7.09	s 7.30	s 7.36	s 7.46			s 8.05	s 8.12	s 8.26	s 8.31	s 8.51			s 9.33	s 9.42
SAN MATEO 1.0	29.0	s 5.42		s 6.34	s 6.47	s 6.53	s 7.05	s 7.26	s 7.32				s 8.00	s 8.08	s 8.22		s 8.47		9.14	s 9.29	s 9.38
LESLIE 0.8	28.0	s			f	f	s		s 7.29				s 7.55		s					f	f
ROMAC 0.6	27.2																				
BERESFORD 1.6	26.6	f		f	f				f					f						f	f
BELMONT 1.3	25.0	f		s	f	s	s	s			s				s		s			s	f
SAN CARLOS 2.2	23.7	s 5.31		f 6.23	f 6.38	f 6.42	s 6.53	s 7.15	s 7.21					s 8.00	s 8.11		f 8.37			s 9.18	f 9.28
REDWOOD CITY 0.8	21.5	s 5.27		s 6.19	s 6.34	s 6.37	s 6.49	s 7.10	s 7.17			s 7.46		s 7.56	s 8.06		s 8.33			s 9.14	s 9.24
R REDWOOD JCT. 1.6	20.7	5.25		6.17	6.32	6.35	6.47	7.08	7.15	7.33	7.42	7.44	7.46 AM	7.54	8.04	8.18	8.31		9.05	9.12	9.22
ATHERTON 1.1	19.1	f		f	f		s		s 7.12					s 7.51	s 8.01		f 8.30			s 9.09	f
MENLO PARK 1.2	18.0	s		s	f	s	s	s	s					s	s		s			s	f
PALO ALTO 1.7	16.8	s 5.16		s 6.09	s 6.25	s 6.27	s 6.38	s 7.00	s 7.06	s 7.26	s 7.36			s 7.45	s 7.55	s 8.11	s 8.23		s 8.58	s 9.03	s 9.14
R MAYFIELD 3.0	15.1	s 5.08		s 6.05	f 6.22	6.24	s 6.34	6.56	s 7.02	7.23	7.33	7.36 AM		s 7.41	s 7.51	8.08	s 8.20		8.55 AM	s 8.59	s 9.11
CASTRO 1.3	12.1								f												
MOUNTAIN VIEW 2.7	10.8	s 5.02	Via Newark	s 5.59	f	s 6.18	s 6.28	s 6.50	s 6.55		s 7.27	Via Los Altos		s 7.35	s 7.44		s 8.14	Via Newark	Via Los Altos	s 8.53	s 9.04
SUNNYVALE 2.0	8.1	f 4.58		s 5.54	f	s 6.13	s 6.23	s 6.45	s 6.49		s 7.22				s 7.38		s 8.09			s 8.48	s
LAWRENCE 3.5	6.1	f		f	f	f			f					f	f					f	f
R SANTA CLARA 0.9	2.6	f 4.50	s 5.43 AM	s 5.46	s 6.05	s 6.05	s 6.15	s 6.37	s 6.41					s 7.22	s 7.31		s 8.03	f 8.07 AM		s 8.41	s 8.50
SAN JOSE YARD 0.5	1.7																				
R COLLEGE PARK 1.2	1.2	f	f	f	f			f						f	f					f	f
TO-R SAN JOSE	0.0	4.45 AM	5.37 AM	5.40 AM	6.00 AM	6.00 AM	6.10 AM	6.30 AM	6.35 AM	7.05 AM	7.10 AM			7.15 AM	7.25 AM	7.50 AM	7.58 AM	8.01 AM		8.35 AM	8.45 AM
(46.9)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY
Time over District Average Speed per Hour		(1.35) 29.62	(0.06) 26.00	(1.35) 29.62	(1.25) 33 11	(1.30) 31.27	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62	(1.10) 40.20	(1.10) 40.20	(0.49) 38.94	(0.46) 34.17	(1.25) 33.11	(1.30) 31.27	(1.10) 40.20	(1.22) 34.32	(0.06) 26.00	(0.45) 41.29	(1.30) 31.27	(1.25) 33.11

Additional Stations
- Paul Ave., MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

☞ NOTE.—See pages 2, 4, 5 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL REGULAR STOPS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
111	Paul Ave.	Receive or Discharge	Any Station	Any Station	Daily
123	San Mateo Burlingame Broadway	Receive or Discharge	Any Station	Any Station	Holidays

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
169 129	Any Station not schedule stop	Receive or Discharge	Any Station	Any Station	Sunday and Holidays
77	Any Station	Discharge		Yuma	Daily
31	San Bruno	Discharge		Any Station	Funeral parties

EASTWARD

San Francisco Subdivision.

Time Table No. 138

January 5, 1933

FIRST CLASS

Capacity of sidings and spurs in car lengths	154	78	152	184	150	148	146	144	142	140	182	138	136	180	134	130	32	176	126	Distance from San Francisco	STATIONS
	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Santa Cruz	Passenger	Passenger		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SAT. & SUNDAY	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SATURDAY	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS		
San Francisco Terminal Yard BKWOIT YP	7.25PM	6.45PM	6.20PM	6.20PM	5.50PM	5.35PM	5.26PM	5.22PM	5.18PM	5.15PM	5.03PM	5.03PM	4.50PM	4.30PM	4.20PM	4.10PM	4.00PM	3.30PM	3.15PM	0.0	TO-R SAN FRANCISCO 1.9
			f 6.25	f		s					f	f	s	f	f					1.9	23D STREET 0.3
			f 6.26	f							f									2.2	ARMY STREET 0.9
P			f	f							f		f	f	f					3.1	14TH AVE. 2.1
BKWO ITP	f 7.34	6.54	f 6.30	f 6.30	f 5.59	5.45	5.35	5.31	5.27	5.24	f 5.14	5.12	s 5.01	f 4.41	s 4.31	4.19	4.09	3.39	3.24	5.2	BAYSHORE 1.3
P			f	f		f														6.5	VISITACION 0.4
IP																				6.9	R VISITACION TOWER 1.7
											f		f	f	f					8.6	BUTLER ROAD 0.7
	s 7.40		s 6.36	s 6.37	s 6.05	s 5.50	s 5.41				s 5.20		s 5.08	s 4.47	s 4.39		4.14	s 3.45	s 3.30	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P	s 7.43	7.02	s 6.40	s 6.40	s 6.09	s 5.54	s 5.44	5.38	5.34	5.31	s 5.24	5.19	s 5.12	f 4.50	s 4.42	4.26	4.17	f 3.48	s 3.34	11.0	SAN BRUNO 1.1
	f		f	f	s	s	s				f	s		f	f			f	f	12.1	LOMITA PARK 1.6
51 Center P	f		f	f	f	s					f	s		f	f			f	f	13.7	MILLBRAE 1.5
52 Spur P	s		s	s	s	s	s				s	s	s	s	s			s	s	15.2	BROADWAY 1.1
60 Spur P	s 7.53	s 7.10	s 6.50	s 6.49	s 6.20	s 6.06		s 5.45			s 5.35	s 5.29	s 5.20	s 4.58	s 4.52			s 3.57	s 3.44	16.3	BURLINGAME 1.6
91 Center WP	s 7.57		s 6.54	s 6.53	s 6.24	s 6.10	s 5.58	s 5.49			s 5.39	s 5.32	s 5.24	s 5.02	s 4.57	4.34	4.25	s 4.01	s 3.48	17.9	SAN MATEO 1.0
	f		f	f	s	s		s			f			f	f			f	f	18.9	LESLIE 0.8
14 Spur																				19.7	ROMAO 0.6
	f		f	f	f	f					f	f			f			f	f	20.3	BERESFORD 1.6
28 Spur P	f		s	f	s	f	s				f		s	f	s			f	f	21.9	BELMONT 1.3
51 Center P	s 8.05		s 7.06	s 7.01	s	s		s		5.45	s 5.49		s	f 5.10	s 5.08			f 4.10	s 3.58	23.2	SAN CARLOS 2.2
Yard	s 8.09		s 7.10	s 7.05	s 6.40	s 6.24	s 6.09	s 6.03	s 5.51		s 5.53	s 5.42	s 5.37	s 5.14	s 5.12	s 4.43		s 4.14	s 4.02	25.4	REDWOOD CITY 0.8
WIYP	8.11	7.23	7.12	7.07	6.42	6.26	6.11	6.05	5.53	5.50	5.55	5.44	5.39	5.16	5.14	4.45	4.35	4.16	4.04	26.2	R REDWOOD JCT. 1.6
51 Center	f		f	f	f	f	s		s		f	s		f	s			f	f	27.8	ATHERTON 1.1
41 Spur P	s		s	f	s	s	s		s		s	s		f	s			f	s	28.9	MENLO PARK 1.2
51 Spur P	s 8.20	s 7.31	s 7.21	s 7.16	s 6.50	s 6.35	s 6.19	s 6.12	s 6.01	s 5.57	s 6.05		s 5.46	s 5.24	s 5.23	s 4.50		s 4.24	s 4.14	30.1	PALO ALTO 1.7
53 Center KWYP	s 8.23	7.34	s 7.25	s 7.19	s 6.54	s 6.39	s 6.23	s 6.16	s 6.05PM		s 6.09		s 5.50	s 5.27	s 5.27	s 4.53	s 4.42PM	s 4.27	s 4.17	31.8	R MAYFIELD 3.0
				f	f						f			f	f				f	34.8	CASTRO 1.3
51 Center P	s 8.29		s 7.31	s 7.26	s 7.00	s 6.45	s 6.31	s 6.23	Via Los Altos	s 6.05	s 6.16			s 5.33	s 5.34	s 5.00	Via Los Altos	s 4.33	s 4.24	36.1	MOUNTAIN VIEW 2.7
77 Spur P	f 8.33		f 7.36	f 7.30	f 7.05	f 6.50	f 6.36	s 6.28		s 6.10	s 6.21			s 5.37	s 5.39			s 4.37	s 4.29	38.8	SUNNYVALE 2.0
50 Center	f		f	f		f					f			f	f			f	f	40.8	LAWRENCE 3.5
San Jose Term. Yard IP	f 8.41		f 7.45	f 7.38	f 7.14	f 6.58	f 6.44	s 6.37			s 6.30	s 6.12		s 5.44	s 5.48			s 4.44	s 4.39	44.3	R SANTA CLARA 0.9
KP																				45.2	SAN JOSE YARD 0.5
IP	f		f	f		f		f			f	s		f	f				f	45.7	R COLLEGE PARK 1.2
BKW OITP	s 8.49PM	s 7.55PM	s 7.50PM	s 7.45PM	s 7.20PM	s 7.05PM	s 6.51PM	s 6.45PM		s 6.25PM	s 6.36PM	s 6.18PM	s 6.12PM	s 5.50PM	s 5.55PM	s 5.17PM		s 4.50PM	s 4.45PM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX. SATURDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	(46.9)	
	(1.24) 33.50	(1.10) 40.20	(1.30) 31.27	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.23) 33.90	(0.47) 40.60	(1.10) 40.20	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.20) 35.18	(1.35) 29.62	(1.07) 42.00	(0.42) 45.43	(1.20) 35.18	(1.30) 31.27		............Time over District ....Average Speed per Hour

Automatic Block System

Double Track

☞NOTE.— See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose.
Water supply at Redwood Jct. located on Dumbarton line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
138	Any Station	Receive or Discharge	Any Station	Any Station	Sunday
144	Any Station	Receive or Discharge	Any Station	Any Station	Saturday
32	Palo Alto	Receive	Any Station		Friday
32	Palo Alto	Receive or Discharge		Any Station	Saturday
136-182	Paul Ave.	Receive or Discharge		Any Station	Daily

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations
Paul Ave. MP 4.1
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Pumork (Spur) MP 22.7

Register at Santa Clara located in interlocking tower.

Time Table No. 138

January 5, 1933

San Francisco Subdivision.

WESTWARD

FIRST CLASS

STATIONS	Distance from San Jose	137 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	139 Passenger Arrive Daily	141 Passenger Arrive Daily	69 Coaster Arrive Daily	143 Passenger Arrive Daily	147 Passenger Arrive Daily	149 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	179 Passenger Arrive SUN.& HOLIDAYS ONLY	151 Passenger Arrive Daily	181 Passenger Arrive SUN.& HOLIDAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9	s 10.35AM	s 11.05AM	s 12.01PM	s 12.10PM	s 1.30PM	s 3.00PM	s 4.05PM	s 4.10PM	s 5.05PM	s 5.18PM
23D STREET 0.3	45.0						f				f
ARMY STREET 0.9	44.7										
14TH AVE. 2.1	43.8										
BAYSHORE 1.3	41.7	10.26	10.55	f 11.51AM	12.01PM	1.20	f 2.49	f 3.55	f 4.00	f 4.55	f 5.07
VISITACION 0.4	40.4										
R VISITACION TOWER 1.7	40.0										f
BUTLER ROAD 0.7	38.3									f	f
SO. SAN FRANCISCO 1.1	37.6		s 10.49	s 11.44		s 1.14	s 2.43	s 3.48	s 3.54	s 4.49	s 5.01
TANFORAN WYE 0.6	36.5										
SAN BRUNO 1.1	35.9	10.17	f 10.45	s 11.40	11.52AM	s 1.09	s 2.39	s 3.43	f 3.50	s 4.45	s 4.58
LOMITA PARK 1.6	34.8		f	f		f	f	f	f	f	f
MILLBRAE 1.5	33.2		f	f		f	f	f	f	f	f
BROADWAY 1.1	31.7		s	s		s	s	s	s	s	s
BURLINGAME 1.6	30.6	s 10.11	s 10.35	s 11.30		s 12.59	s 2.30	s 3.32	s 3.42	s 4.35	s 4.49
SAN MATEO 1.0	29.0	s 10.07	s 10.31	s 11.26	s 11.42	s 12.55	s 2.26	s 3.28	s 3.38	s 4.31	s 4.45
LESLIE 0.8	28.0		f	f		f	f	f	f	f	f
ROMAO 0.6	27.2										
BERESFORD 1.6	26.6		f	f		f	f	f	f	f	f
BELMONT 1.3	25.0	10.02	s	s	11.37	f	s	s	f	f	s
SAN CARLOS 2.2	23.7		s 10.21	s 11.16		s 12.45	s 2.17	s 3.16	f 3.28	s 4.21	s 4.36
REDWOOD CITY 0.8	21.5	s 9.58	s 10.17	s 11.13		s 12.42	s 2.13	s 3.13	s 3.24	s 4.17	s 4.32
R REDWOOD JCT. 1.6	20.7	9.56	10.15	11.11	11.31	12.40	2.11	3.10	3.22	4.15	4.30
ATHERTON 1.1	19.1		f	f		f	f	f	f	f	f
MENLO PARK 1.2	18.0		s	s		s	s	s	f	s	s
PALO ALTO 1.7	16.8	s 9.50	s 10.07	s 11.03	s 11.26	s 12.32	s 2.02	s 3.01	s 3.13	s 4.07	s 4.21
R MAYFIELD 3.0	15.1	9.47	s 10.03	s 10.59	11.23	s 12.28	s 1.58	s 2.57	s 3.09	s 4.03	s 4.17
CASTRO 1.3	12.1			f							f
MOUNTAIN VIEW 2.7	10.8		s 9.58	s 10.54		s 12.23	s 1.53	s 2.52	f 3.04	s 3.58	s 4.12
SUNNYVALE 2.0	8.1	9.39	s	s 10.49	11.14	s 12.18	s 1.48	s 2.47	f 2.59	s 3.53	s 4.07
LAWRENCE 3.5	6.1		f	f		f	f	f	f	f	f
R SANTA CLARA 0.9	2.6		s 9.45	s 10.40		s 12.10	s 1.40	s 2.40	s 2.50	s 3.45	s 3.58
SAN JOSE YARD 0.5	1.7										
R COLLEGE PARK 1.2	1.2			f		f	f	f	f	f	f
TO-R SAN JOSE	0.0	9.30AM	9.40AM	10.35AM	11.05AM	12.05PM	1.35PM	2.35PM	2.45PM	3.40PM	3.53PM
(46.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily	Leave SUN.& HOLIDAYS ONLY
Time over District Average Speed per Hour		(1.05) 43.29	(1.25) 33.11	(1.26) 32.72	(1.05) 43.29	(1.25) 33.11	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	1.25) 33.11

STATIONS	Distance from San Jose	29 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	153 Passenger Arrive Daily	183 Passenger Arrive SUN.& HOLIDAYS ONLY	155 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	71 Daylight Arrive Daily	257 Passenger Arrive SUNDAY ONLY	33 Redwood Arrive Daily	159 Passenger Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9	s 5.30PM	s 6.15PM	s 7.15PM	s 7.20PM	s 8.45PM		s 9.30PM	s 11.20PM
23D STREET 0.3	45.0	f		f					f
ARMY STREET 0.9	44.7								
14TH AVE. 2.1	43.8								
BAYSHORE 1.3	41.7	f 5.19	f 6.05	f 7.05	f 7.10	8.35		9.20	s 11.10
VISITACION 0.4	40.4	f							
R VISITACION TOWER 1.7	40.0								
BUTLER ROAD 0.7	38.3	f						f	f
SO. SAN FRANCISCO 1.1	37.6	s 5.11	s 5.59	s 6.59	s 7.03			f 9.14	s 11.03
TANFORAN WYE 0.6	36.5								
SAN BRUNO 1.1	35.9	s 5.06	s 5.55	f 6.55	f 6.59	8.27		f 9.11	f 11.00
LOMITA PARK 1.6	34.8		f	f	s				f
MILLBRAE 1.5	33.2	f	f	f	f				f
BROADWAY 1.1	31.7	s	s	s	s			s	s
BURLINGAME 1.6	30.6	s 4.56	s 5.46	s 6.46	s 6.49	8.20		s 9.02	s 10.50
SAN MATEO 1.0	29.0	s 4.51	s 5.41	s 6.42	s 6.45	8.18		s 8.58	s 10.46
LESLIE 0.8	28.0	f	f	f	f				f
ROMAO 0.6	27.2								
BERESFORD 1.6	26.6	f	f	f	f				f
BELMONT 1.3	25.0	s	f	f	s			f	f
SAN CARLOS 2.2	23.7	s 4.40	s 5.31	f 6.33	s 6.35			f 8.49	s 10.38
REDWOOD CITY 0.8	21.5	s 4.36	s 5.27	s 6.29	s 6.31			s 8.45	s 10.34
R REDWOOD JCT. 1.6	20.7	4.34	5.25	6.27	6.29	8.08		8.43	10.32
ATHERTON 1.1	19.1	f	f	f	s			f	f
MENLO PARK 1.2	18.0	s	s	f	s			f	s
PALO ALTO 1.7	16.8	s 4.26	s 5.17	s 6.18	s 6.20	8.03		s 8.35	s 10.25
R MAYFIELD 3.0	15.1	s 4.21	s 5.13	f 6.14	s 6.12	8.01		s 8.31	s 10.22
CASTRO 1.3	12.1	f		f	f				f
MOUNTAIN VIEW 2.7	10.8	s 4.13	s 5.07	f 6.09	s 6.07		Via Newark	s 8.25	s 10.16
SUNNYVALE 2.0	8.1	s 4.06	s 5.02	f 6.04	s 6.02			f 8.20	s 10.12
LAWRENCE 3.5	6.1	f	f	f	f				f
R SANTA CLARA 0.9	2.6	s 3.59	s 4.55	s 5.55	s 5.55	7.48	s 8.08PM	s 8.13	s 10.05
SAN JOSE YARD 0.5	1.7								
R COLLEGE PARK 1.2	1.2	f		f	f			8.10PM	
TO-R SAN JOSE	0.0	3.53PM	4.50PM	5.50PM	5.50PM	7.43PM	8.00PM	Via West San Jose	10.00PM
(46.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily
Time over District Average Speed per Hour		(1.37) 29.01	(1.25) 33.11	(1.25) 33.11	(1.30) 31.27	(1.02) 45.39	(0.08) 19.50	(1.20) 34.28	(1.20) 35.18

Automatic Block System

Double Track

Additional Stations
- Paul Ave. MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

☞ NOTE.—See pages 2, 3, 4 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
155	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
141	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
33	Any Station	Discharge		Beyond Los Gatos	Daily
71	Palo Alto	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD

San Francisco Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 138 January 5, 1933	Distance from San Jose	THIRD CLASS
	408	402	158	156	70	76	74		STATIONS		401
	Ogden and Portland Manifest	Freight	Passenger	Passenger	Coaster	Lark	Passenger				Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily
San Francisco Terminal Yard BKWOIT YP			10.45PM	9.45PM	8.35PM	8.30PM		0.0	TO-R SAN FRANCISCO 1.9	46.9	
								1.9	23D STREET 0.3	45.0	
								2.2	ARMY STREET 0.9	44.7	
P								3.1	14TH AVE. 2.1	43.8	
BKWO ITP	11.00PM	7.00PM	f 10.54	f 9.54	8.44	8.39		5.2	BAYSHORE 1.3	41.7	5.30AM
P								6.5	VISITACION 0.4	40.4	
IP								6.9	R VISITACION TOWER 1.7	40.0	
								8.6	BUTLER ROAD 0.7	38.3	
			s 11.01	s 10.00	s 8.50			9.3	SO. SAN FRANCISCO 1.1	37.6	
Y								10.4	TANFORAN WYE 0.6	36.5	
P			s 11.04	s 10.03	s 8.53	8.46		11.0	SAN BRUNO 1.1	35.9	
			f	s				12.1	LOMITA PARK 1.6	34.8	
51 Center P			f	f				13.7	MILLBRAE 1.5	33.2	
52 Spur P			s	s	s			15.2	BROADWAY 1.1	31.7	
60 Spur P			s 11.14	s 10.12	s 9.01	s 8.53		16.3	BURLINGAME 1.6	30.6	
91 Center WP			s 11.19	s 10.16	s 9.05	8.56		17.9	SAN MATEO 1.0	29.0	
			f	f				18.9	LESLIE 0.8	28.0	
14 Spur								19.7	ROMAO 0.6	27.2	
			f	f				20.3	BERESFORD 1.6	26.6	
28 Spur P			f	f				21.9	BELMONT 1.3	25.0	
51 Center P			s 11.28	s 10.24	s 9.15			23.2	SAN CARLOS 2.2	23.7	
Yard			s 11.33	s 10.28	s 9.19			25.4	REDWOOD CITY 0.8	21.5	
WIYP	12.15AM	7.50PM	11.35	10.30	9.21	9.05		26.2	R REDWOOD JCT. 1.6	20.7	4.30AM
51 Center			f 11.38	f 10.33				27.8	ATHERTON 1.1	19.1	
41 Spur P	Via Dumbarton	Via Dumbarton	s	s	s			28.9	MENLO PARK 1.2	18.0	Via Dumbarton
51 Spur P			s 11.43	s 10.39	s 9.31	s 9.13		30.1	PALO ALTO 1.7	16.8	
53 Center KWYP			s 11.47	s 10.42	s 9.35	9.16		31.8	R MAYFIELD 3.0	15.1	
								34.8	CASTRO 1.3	12.1	
51 Center P			f 11.53	f 10.48			Via Newark	36.1	MOUNTAIN VIEW 2.7	10.8	
77 Spur P			f 11.57PM	f 10.52	9.47			38.8	SUNNYVALE 2.0	8.1	
50 Center			f	f				40.8	LAWRENCE 3.5	6.1	
San Jose Term. Yard IP			f 12.01AM	f 10.59	9.53		9.20PM	44.3	R SANTA CLARA 0.9	2.6	
KP								45.2	SAN JOSE YARD 0.5	1.7	
IP			f	f				45.7	R COLLEGE PARK 1.2	1.2	
BKW OITP			s 12.10AM	s 11.05PM	s 10.00PM	s 9.35PM	s 9.25PM	46.9	TO-R SAN JOSE	0.0	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)		Leave Daily
	(1.15) 16.80	(0.50) 25.20	(1.25) 33.11	(1.20) 35.18	(1.25) 33.11	(1.05) 43.29	(0.05) 13.20		..............Time over District.............. ....Average Speed per Hour.........		(1.00) 21.00

Automatic Block System

Double Track

Water supply Redwood Jct. located on Dumbarton line.

☞ NOTE.— See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose.

Additional Stations
- Paul Ave., MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7

Register at Santa Clara located in interlocking tower.

EASTWARD

San Francisco Subdivision.

WESTWARD

FIRST CLASS

Time Table No. 138
January 5, 1933

Los Altos—College Park—Santa Cruz Branches

Capacity of sidings and spurs in car lengths	142 Passenger Leave Daily EX. SAT. & SUNDAY	32 Santa Cruz Leave Daily EX. SUNDAY	168 Passenger Leave SATURDAY ONLY	34 Redwood Leave Daily	46 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	STATIONS	Distance from Santa Cruz	123 Passenger Arrive Daily EX. SUNDAY	31 Santa Cruz Arrive Daily EX. SUNDAY	185 Passenger Arrive SATURDAY ONLY	39 Passenger Arrive Daily EX. SAT. & SUNDAY	33 Redwood Arrive Daily
30 KWYP	6.06PM	4.44PM	1.55PM			31.8	TO-R MAYFIELD 2.2	43.7	s 7.33AM	s 8.53AM			
	f		f			34.0	ALTA MESA 1.7	41.5	f	f			
22 Spur P	s 6.14	s 4.52	s 2.05			35.7	LOS ALTOS 1.8	39.8	s 7.26	s 8.46			
	s		s			37.5	SPRINGER ROAD 0.7	38.0	f				
	s		s			38.2	LOYOLA 1.5	37.3	f				
12 Spur	f		f			39.7	SIMLA 1.3	35.8	f				
	s 6.24	f 5.02	s 2.15	Via West San Jose	Via West San Jose	41.0	MONTA VISTA 2.8	34.5	f 7.15	f 8.37	Via West San Jose	Via West San Jose	Via West San Jose
	f	f	f			43.8	AZULE 1.4	31.7	f	f			
11	s 6.32	f 5.09	s 2.22			45.2	CONGRESS JCT. 0.9	30.3	f 7.06	f 8.29			
	f	f	f			46.1	SAN TOMAS 0.8	29.4	f	f			
	f	f	f			46.9	POLLARD ROAD 0.9	28.6	f	f			
	f	f	f			47.8	QUITO 0.3	27.7	f	f			
Term. Yard P	s 6.41	s 5.16	s 2.30	9.47AM	6.05AM	48.1 51.8	R VASONA JCT. 0.3	27.4	s 7.01	s 8.23	s 3.00PM	s 7.10PM	s 7.55PM
8 Spur						52.1	BULWER 2.2	27.1					
67 WP	s 6.50PM	s 5.25	s 2.40PM	s 9.56	s 6.15AM	54.3	TO-R LOS GATOS 1.8	24.9	6.55AM	s 8.17	2.50PM	7.00PM	s 7.48
				f		56.1	LYNDON 0.9	23.1		f			f
16 P		s 5.33		f 10.05		57.0	ALMA 1.5	22.2		s 8.07			f 7.38
		f		f		58.5	ALDERCROFT 1.5	20.7		f			f
20		5.41		f 10.13		60.0	EVA 0.3	19.2		f 7.57			f 7.29
P		f				60.3	CALL OF THE WILD 1.0	18.9					f
14 WP		s 5.45		s 10.17		61.3	WRIGHT 2.1	17.9		s 7.53			s 7.25
7 P		s		f		63.4	LAUREL 1.4	15.8		f			f
24 P		f 5.56		f 10.28		64.8	GLENWOOD 1.0	14.4		f 7.42			f 7.15
						65.8	CLEMS 0.8	13.4					
13 WP		6.01		10.33		66.6	TANK SIDING 0.8	12.6		7.38			f 7.10
5 Spur		f		f		67.4	ZAYANTE 1.2	11.8		f			f
9		f 6.06		f 10.38		68.6	MEEHAN 1.8	10.6		f 7.33			f 7.05
55 P		f		f 10.43		70.4	OLYMPIA 1.7	8.8		f			f
9		f		f 10.47		72.1	MT. HERMON 0.3	7.1		f			f
34 WP		s 6.17		s 10.53		72.4	TO FELTON 0.9	6.8		s 7.23			s 6.54
4		f		f 10.57		73.3	BIG TREES 2.1	5.9		f			f
24 P		f 6.25		f 11.02		75.4	RINCON 1.5	3.8		f 7.15			f 6.46
						76.9	GOLF LINKS 1.2	2.3					
18		f				78.1	EBLIS 0.3	1.1					f
				f		78.4	PARK STREET 0.8	0.8					
Term. Yd. BKWOTYP		s 6.35PM		s 11.15AM		79.2	TO-R SANTA CRUZ	0.0		7.05AM			6.35PM
	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY		(43.7)		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily EX. SAT. & SUNDAY	Leave Daily
	(0.44) 25.64	(1.51) 23.62	(0.45) 25.07	(1.28) 18.68	(0.10) 15.00		Time over District Average Speed per Hour		(0.38) 29.68	(1.48) 24.28	(0.10) 15.00	(0.10) 15.00	(1.20) 20.55

Automatic Block System

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
No. 46 superior to No. 123.
No. 168 superior to No. 185.
No. 142 superior to No. 39.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
123-142-168	Road crossing 1.4 miles west of Azule	Receive or Discharge	Any Station	Any Station	Daily
123	Grant Road M. P. 38.9	Receive or Discharge	Any Station	Any Station	Daily
34-32-31-33	Eccles M. P. 70	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD

San Francisco Subdivision.

Time Table No. 138
January 5, 1933

FIRST CLASS

Capacity of sidings and spurs in car lengths	70 Coaster Leave Daily	76 Lark Leave Daily	78 Sunset Limited Leave Daily	36 Del Monte Leave Daily	72 Daylight Leave Daily	Distance from San Francisco		STATIONS	
Term. Yard BKWOITP	10.10PM	9.40PM	8.00PM	4.10PM	9.06AM	46.9	Automatic Block System	TO-R SAN JOSE	
								1.1	
San Jose Term. Yard						48.0 51.7		4TH ST., SAN JOSE	
								1.2	
68						52.9		VALBRICK	
								0.3	
I						53.2		W.P.R.R. Crossing	
								1.0	
80 P						54.2		LUTHER	
								1.4	
75 P	f 10.21	9.51	8.11	4.21	9.16	55.6		LICK	Double Track
								1.8	
22 Spur P	f					57.4		EDENVALE	
								5.7	
102 Center WP	f 10.31	10.01	8.21	4.31	9.26	63.1		TO COYOTE	
								3.2	
85 P	f					66.3		PERRY	
								2.9	
25 P	f					69.2		MADRONE	
								1.6	
85 P	f 10.42	10.11	8.31	f 4.41	9.36	70.8		TO MORGANHILL	
								1.2	
31	f					72.0		TENNANT	
								2.1	
12 Spur						74.1		DURNEY	
								0.5	
66 P	f 10.49	10.16	8.36	4.46	9.41	74.6		SAN MARTIN	
								2.4	
72 P						77.0		RUCKER	
								2.1	
14 Spur						79.1		LONOKE	
								1.6	
Yard KWOTP	s 11.02	10.25	s 8.47	s 4.57	s 9.51	80.7		TO-R GILROY	Double Track
								2.5	
P						83.2		CARNADERO	
								0.9	
65 Spur						84.1		NEMA	
								0.3	
18 Spur						84.4		MILLER	
								2.7	
79 WP	f 11.12	10.33	8.57	5.06	10.00	87.1		TO SARGENT	
								1.9	
26 P						89.0		BETABEL	
								2.9	
96 P	f 11.22	10.42	9.06	5.15	10.08	91.9		CHITTENDEN	
								1.3	
128 P	f 11.24	10.44	9.08	5.17	10.10	93.2		LOGAN	Double Track
								1.4	
36 Spur P	f					94.6		AROMAS	
								2.5	
Term. Yd. 14 Spur P						97.1		VEGA	
								3.3	
BKWOTYP	s 11.35PM	s 10.54PM	s 9.18PM	s 5.27PM	s 10.20AM	100.4		TO-R WATSONVILLE JCT.	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(49.8)	
	(1.25) 35.15	(1.14) 40.38	(1.18) 38.31	(1.17) 38.81	(1.14) 40.38			.... Time over District ....Average Speed per Hour	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily

WESTWARD San Francisco Subdivision. EASTWARD WESTWARD

Time Table No. 138

January 5, 1933

FIRST CLASS

	STATIONS	Distance from Watsonville Jct.	77 Sunset Limited Arrive Daily	75 Lark Arrive Daily	69 Coaster Arrive Daily	29 Passenger Arrive Daily	71 Daylight Arrive Daily
Automatic Block System; TO-R	SAN JOSE 1.1	49.8	s 7.00AM	s 7.45AM	s 10.58AM	s 3.48PM	s 7.38PM
	4TH ST., SAN JOSE 1.2	48.7					
	VALBRICK 0.3	47.5					
	W. P. R. R. Crossing 1.0	47.2					
	LUTHER 1.4	46.2					
Double Track	LICK 1.8	44.8	6.45	7.34	10.47	3.35	7.27
	EDENVALE 5.7	43.0				f	
TO	COYOTE 3.2	37.3	6.35	7.25	f 10.37	s 3.24	7.17
	PERRY 2.9	34.1	6.30	7.21		f 3.19	
	MADRONE 1.6	31.2					
TO	MORGANHILL 1.2	29.6	6.24	7.15	f 10.27	s 3.13	7.07
	TENNANT 2.1	28.4					
	DURNEY 0.5	26.3					
	SAN MARTIN 2.4	25.8	6.19	7.10	f 10.21	f 3.07	7.02
	RUCKER 2.1	23.4					
	LONOKE 1.6	21.3					
TO-R; Double Track	GILROY 2.5	19.7	s 6.09	7.01	s 10.11	s 2.57	f 6.53
	CARNADERO 0.9	17.2					
	NEMA 0.3	16.3					
	MILLER 2.7	16.0					
TO	SARGENT 1.9	13.3	5.57	6.52	10.00	s 2.45	6.42
	BETABEL 2.9	11.4					
	CHITTENDEN 1.3	8.5	5.49	6.44	9.51	f 2.36	6.34
Double Track	LOGAN 1.4	7.2	5.46	6.42	9.49	f 2.33	6.32
	AROMAS 2.5	5.8				s	
	VEGA 3.3	3.3				f	
TO-R	WATSONVILLE JCT.	0.0	5.35AM	6.32AM	9.39AM	2.20PM	6.22PM
	(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.25)	(1.13)	(1.19)	(1.28)	(1.16)
	Average Speed per Hour		35.15	40.93	37.61	33.95	39.32

Time Table No. 138
January 5, 1933

New Almaden Branch

	Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	STATIONS	Distance from Lick
San Jose Terminal Yard	48	WP	50.7	CAMPBELL 0.1	17.2
			50.8 54.5	JCT. ALMADEN BR. 0.9	17.1
	18 Spur		55.4	CAMPBELL GRAVEL PIT 0.6	16.2
			56.0	L. G. & S. J. ROAD 0.7	15.6
	4 Spur		56.7	UNION AVE. 2.4	14.9
	15		59.1	LE FRANO 0.8	12.5
			59.9	THONA 1.1	11.7
	2 Spur		61.0	MERCURY 1.7	10.6
			62.7	ALMADEN CROSS'G 1.4	8.9
	12		64.1 63.0	NEW ALMADEN 3.2	7.5
	17		59.8	SEALS 0.9	4.3
	12		58.9	ALAMITOS 3.4	3.4
	25	P	55.6	LICK	0.0
				(17.2)	

Service performed by yard engines.

Time Table No. 138
January 5, 1933

Tres Pinos Branch

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	STATIONS	Distance from Tres Pinos
	P	83.2	CARNADERO 1.8	17.9
		85.0	SAWYER 0.9	16.1
22 Spur		85.9	FEP 4.4	15.2
9		90.3	HUDNER 3.4	10.8
		93.7	DURI 1.2	7.4
16	WP	94.9	HOLLISTER 3.8	6.2
		98.7	AGATE 2.4	2.4
Term. TP		101.1	TRES PINOS	0.0
			(17.9)	

Service performed by extra trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77	Any Station	Discharge		Yuma	Daily
29	State College San Jose	Receive and Discharge		Any Station	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 138 January 5, 1933	Distance from San Luis Obispo	FIRST CLASS				
	766	70	76	78	36	72					77	75	69	29	71
	Freight	Coaster	Lark	Sunset Limited	Del Monte	Daylight					Sunset Limited	Lark	Coaster	Passenger	Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTYP	**5.20AM**	11.45PM	10.59PM	9.25PM	5.32PM	10.28AM	100.4	Automatic Block System	TO-R WATSONVILLE JCT	151 7	s **5.20AM**	s 6.17AM	s 9.31AM	s 2.13PM	s 6.16PM
3 Spur							103.6		3.2 LYDA	148.5					
66 P	5.40	f 11.53	11.07	9.33	f 5.40	10.36	105.6		2.0 ELKHORN	146.5	5.11	6.09	9.23	f 2.03	6.08
93 WYP	**6.02**	11.59PM	11.13	s 9.40	s 5.50PM	s 10.45	110.4		4.8 TO-R DEL MONTE JCT.	141.7	5.04	**6.02**	s 9.16	1.55PM	s 6.01
Salinas Yard 66 P		12.04AM	11.18	9.45			113.9		3.5 COOPER	138.2					
30							115.6		1.7 GRAVES	136.5					
Yard BKWTP	6.20	s 12.17	11.24	s 9.53		s 10.57	118.2		2.6 TO-R SALINAS	133 9	s 4.53	5.52	s 8.55		s 5.47
74 YP	6.24	12.20	11.27	9.56		11.00	120.3		2.1 SPRECKELS JCT.	131.8	4.46	5.48	8.47		5.41
47 P	6.33						125.3		5.0 SPENCE	126.8					
108 WP	6.40	f 12.34	11.38	10.07		11.11	129 1		3.8 TO CHUALAR	123.0	4.35	5.38	f 8.37		5.30
42 Spur							131.0		1.9 GABILAN	121.1					
47 P							131.9		0.9 PENVIR	120.2					
131 P	6.51	f 12.45	11.46	10.15		11.20	135.1		3.2 TO GONZALES	117.0	4.27	5.30	s 8.28		5.22
28 Spur							138.8		3.7 MOLUS	113.3					
45 P	7.01	12.53	11.53	10.22		11.27	140.6		1.8 CAMPHORA	111 5	4.20	5.23	8.20		
63 113 WP	7.06	f 12.59	11.57PM	10.26		f 11.31	143.6		3.0 TO SOLEDAD	108.5	4.16	5.19	s 8.15		f 5.11
75 P	7.14	1.06	12.02AM	10.31		11.36	148.3		4.7 HARLEM	103.8	4.11	5.14	8.06		5.04
46 P	7.21	f 1.12	12.07				152.3		4.0 TO METZ	99.8	4.04	5.10	f 8.00		
81 P	7.31	1.19	12.15	10.44		11.49	158.9		6.6 COBURN	93.2	3.56	5.03	7.52		4.52
82 Spur Y							161.0		2.1 ELSA	91.1					
125 KWP	**7.45**	s 1.30	12.20	10.49		s 11.59AM	163.7		2.7 TO-R KING CITY	88 4	3.49	4.58	s **7.45**		s 4.46
84 P	7.58	1.34	12.24	10.53		12.03PM	167.1		3.4 WELBY	85.0	3.44	4.54	7.37		4.40
94 P	8.08	s 1.43	12.31	10.59		12.09	172.4		5.3 TO SAN LUCAS	79.7	3.38	4.48	s 7.30		4.34
47 P	8.16	1.50	12.37			12.15	177.7		5.3 DOCAS	74.4	3.30	4.42			4.28
76 KWOP	8.30AM	s 2.00AM	12.43AM	11.10PM		f 12.21PM	182.9		5.2 TO SAN ARDO	69.2	3.23AM	4.36AM	7.17AM		4.22PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(82.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.10) 26.05	(2.15) 36.66	(1.44) 47.69	(1.45) 47.14	(0.18) 33.33	(1.53) 43.81			........Time over District ....Average Speed per Hour.......		(1.57) 42.30	(1.41) 49.00	(2.14) 36.94	(0.18) 33.33	(1.54) 43.43

At Soledad, track adjacent to icing platform will be considered the siding.

No. 72 will reduce speed to 30 m.p.h. at Chualar, Gonzales and Soledad to dispatch newspapers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
72	Gonzales	Discharge		San Jose and beyond	Daily
72	Gonzales	Receive	Paso Robles and beyond		Daily
71	Gonzales	Receive	San Jose and beyond		Daily
71	Gonzales	Discharge		Paso Robles and beyond	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

EASTWARD Salinas Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 138 January 5, 1933	Distance from San Luis Obispo	FIRST CLASS			
	766	78	72	70	76				77 ✓	75 ✓	69 ✓	71 ✓
	Freight	Sunset Limited	Daylight	Coaster	Lark				Sunset Limited	Lark	Coaster	Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
76 KWOP	8.30AM	11.10PM	12.21 PM	2.00AM	12.43AM	182.9	TO SAN ARDO	69.2	3.23AM	4.36AM	s 7.17AM	f 4.22PM
47 P						186.4	3.5 GETTY	65.7				
81 P	8.42	11.19	12.30	2.09	12.52	189.7	3.3 WUNPOST	62.4	3.14	4.27	7.06	4.13
116 P	8.57	11.27	12.38	s 2.21	1.00	195.9	6.2 BRADLEY	56.2	3.06	4.19	s 6.56	4.05
74 P	9.07	11.34	12.45	2.28	1.07	201.4	5.5 NACIMIENTO	50.7	2.59	4.12		3.58
112 P	9.12	11.37		2.31	1.10	203.8	2.4 McKAY	48.3	2.56	4.09	f 6.43	3.55
40 WP	9.17		12.52	s 2.37		207.0	3.2 TO SAN MIGUEL	45.1	2.52		s 6.38	3.51
108 P	9.24	11.46	12.57	**2.46**	1.19	210.9	3.9 WELLSONA	41.2	**2.46**	4.00	6.31	3.46
64 WP	9.34	s 11.55PM	s 1.07	s 2.58	1.27	216.3	5.4 TO PASO ROBLES	35.8	f 2.38	3.53	s 6.23	s 3.38
111 P	9.44	12.02AM	1.14	f 3.10	1.35	221.8	5.5 TEMPLETON	30.3	2.28	3.46	s 6.12	3.28
33 P						224.9	3.1 ASUNCION	27.2				
25 P		s 12.09	s 1.23	s 3.20		226.7	1.8 TO ATASCADERO	25.4	f 2.20		s 6.05	s 3.21
15 Spur						227.4	0.7 BRICKTON	24.7				
45 P	9.56		1.26	3.23		228.0	0.6 HENRY	24.1			6.00	
73 P	10.01	12.16	1.29	3.26	1.46	230.3	2.3 EAGLET	21.8	2.12	3.36	5.57	3.14
79 P				**3.32**		233.4	3.1 CUSHING	18.7		**3.32**		
83 BKWYP	10.40	12.32	s 1.41	s 3.50	s **1.59**	235.5	2.1 TO-R SANTA MARGARITA	16.6	**1.59**	3.28	s 5.50	3.06
82 P	10.55	12.42	1.49	3.58	2.08	238.9	3.4 CUESTA	13.2	1.46	3.15	5.35	2.53
9 Spur P						240.0	1.1 THYLE	12.1				
69 P	11.10	12.51	1.58	4.07	2.17	242.6	2.6 NOVA	9.5	1.37	3.06	5.26	2.45
44 WP		12.54			2.20	243.4	0.8 SERRANO	8.7		3.04		
41 P	11.30	1.01	2.07	4.16	2.27	246.3	2.9 CHORRO	5.8	1.29	2.57	5.16	2.35
25 Spur						248.0	1.7 GOLDTREE	4.1				
111 P	11.45	1.11	2.16	4.25	2.37	250.6	2.6 HATHAWAY	1.5	1.19	2.47	5.06	2.26
Term. Yard BKWOTP	11.50AM	s **1.15**AM	s **2.21**PM	s 4.30AM	s **2.42**AM	252.1	1.5 TO-R SAN LUIS OBISPO	0.0	**1.15**AM	**2.42**AM	5.02AM	**2.21** PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.20) 20.76	(2.05) 33.22	(2.00) 34.60	(2.30) 27.68	(1.59) 34.81		Time over District Average Speed per Hour		(2.08) 32.43	(1.54) 36.42	(2.15) 30.75	(2.01) 34.31

Automatic Block System: San Ardo to San Luis Obispo

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

EASTWARD Guadalupe Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 138 January 5, 1933	Distance from Santa Barbara	FIRST CLASS			
	766	72	70	76	78				75	69	71	77
	Freight	Daylight	Coaster	Lark	Sunset Limited				Lark	Coaster	Daylight	Sunset Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTP	2.45PM	2.30PM	4.40AM	2.53AM	1.25AM	252.1	TO-R SAN LUIS OBISPO 5.8	118.6	s 2.30AM	s 4.50AM	s 2.10PM	s 12.57AM
32 P						257.9	EDNA 1.2	112.8				
IP	3.02	2.42	4.52	3.05	1.37	259.1	TO-R HADLEY TOWER P. C. R. R. Crossing 0.9	111.6	2.16	4.36	1.57	12.44
28 Spur						260.0	TIBER 2.8	110.7				
13 Spur			f			262.8	PISMO 1.4	107.9		f 4.27		
84 P	3.11	2.49	5.01	3.13	1.44	264.2	GROVER 1.7	106.5	2.08	4.25	1.49	12.36
40 WP		s 2.56	s 5.07		1.46	265.9	TO OCEANO 4.0	104.8	2.05	s 4.23	s 1.46	12.33
104 P	3.20	3.02	f 5.13	3.20	1.51	269.9	CALLENDER 2.5	100.8	2.00	4.16	1.38	12.28
45 P	3.25	3.06	5.17	3.23	**1.57**	272.4	BROMELA 4.1	98.3	**1.57**	4.13	1.34	12.25
118 BKWP	3.40	s 3.16	s 5.27	3.28	s 2.14	276.5	TO GUADALUPE 4.2	94.2	1.49	s 4.08	s 1.29	s 12.16
83 P	3.51	3.23	f 5.36	3.34	2.22	280.7	WALDORF 4.1	90.0	1.43	f 3.58	1.20	12.03AM
48 P	4.05	3.29	5.42	3.41	2.29	284.8	SCHUMAN 2.7	85.9	1.37	3.52	1.14	11.57PM
93 43 YP	4.10	3.34	s 5.47	**3.47**	2.34	287.5	TO CASMALIA 2.5	83.2	1.32	s **3.47**	1.10	11.53
77 P	4.15		5.51	3.52	2.38	290.0	ANTONIO 3.2	80.7	1.28	3.37	1.06	11.50
47 P	4.22	3.42	f 5.56	3.57	2.43	293.2	NARLON 4.0	77.5	1.23	f 3.32	1.01	11.45
79 P	4.35	3.48	f 6.02	4.03	2.50	297.2	TANGAIR 4.1	73.5	1.17	3.27	12.56	11.40
						301.3	AJAX 1.4	69.4				
125 WOYP	4.55	s 4.00	s 6.12	4.11	2.58	302.7	TO SURF 5.2	68.0	1.07	s 3.18	s 12.47	f 11.31
79 P	5.10	4.08	f 6.20	4.19	**3.06**	307.9	HONDA 2.6	62.8	12.54	**3.06**	12.37	11.22
44			f			310.5	ARLIGHT 2.0	60.2		f		
46 P	5.19	4.15	6.28	4.26	3.14	312.5	ARGUELLO 4.8	58.2	12.46	2.53	12.31	11.16
47 P	5.30	4.21	f 6.35	4.34	3.21	317.3	SUDDEN 3.5	53.4	12.40	f 2.46	12.25	11.10
92 WP	5.40		f 6.41	4.40	3.27	320.8	JALAMA 4.5	49.9	12.35	f 2.40		11.05
55 42 P	5.50	4.32	f 6.50	4.48	3.35	325.3	TO CONCEPCION 3.3	45.4	12.29	f 2.33	12.14	10.59
11 Spur						328.6	ANACAPA 1.2	42.1				
47 P	5.59	4.38	6.58	4.54	3.43	329.8	GATO 1.2	40.9	12.23	2.27	12.08	10.53
19			f			331.0	SAN AUGUSTINE 3.2	39.7		f		
17 Spur P			f			334.2	DRAKE 0.6	36.5		f		
62 P	6.08	4.45	7.07	5.02	3.51	334.8	SACATE 4.6	35.9	12.16	2.19	12.01PM	10.46
85 WP	6.18PM	4.52PM	s 7.15AM	5.08AM	4.00AM	339.4	TO GAVIOTA	31.3	12.10AM	2.12AM	11.54AM	10.40PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(87.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.33) 24.59	(2.22) 36.89	(2.35) 33.79	(2.15) 38.82	(2.35) 33.79		..........Time over District.......... ....Average Speed per Hour..........		(2.20) 37.41	(2.38) 33.15	(2.16) 38.51	(2.17) 38.17

Double Track: San Luis Obispo – Hadley Tower. Automatic Block System: San Luis Obispo – Gaviota.

The wye at Casmalia is located at the west siding.

At Concepcion, track next to station building will be considered the siding.

Water supply at Gaviota for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily
69	Honda	Receive or Discharge		Any Station	Sunday

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 138 January 5, 1933	Distance from Santa Barbara	FIRST CLASS			
	766 Freight	72 Daylight	70 Coaster	76 Lark	78 Sunset Limited		STATIONS		69 Coaster	71 Daylight	77 Sunset Limited	75 Lark
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
85 WP	6.18 PM	4.52 PM	7.15 AM	5.08 AM	4.00 AM	339.4	TO GAVIOTA 3.2	31.3	s 2.12 AM	11.54 AM	10.40 PM	12.10 AM
47 P	6.26			5.12		342.6	LENTO 3.1	28.1				12.06
49 P	6.35	5.00	f 7.25	5.16	4.09	345.7	TAJIGUAS 2.9	25.0	f 2.03	11.46	10.32	12.02 AM
28 Spur			f			348.6	ORELLA 1.3	22.1	f			
47 P	6.45	5.06	7.34	5.22	4.17	349.9	CAPITAN 5.1	20.8	1.56	11.40	10.26	11.56 PM
44 WP 81	6.55	5.14	f 7.42	5.29	4.26	355.0	TO NAPLES 2.1	15.7	f 1.49	11.33	10.19	11.49
7 Spur						357.1	VILO 1.8	13.6				
49 P	7.05	5.19	f 7.49	5.34	4.34	358.9	ELLWOOD 1.3	11.8	f 1.42	11.28	10.14	11.43
27			f			360.2	COROMAR 1.5	10.5	f			
24						361.7	LA PATERA 1.1	9.0				
47 P	7.15	5.25	f 7.58	5.40	4.41	362.8	TO GOLETA 2.1	7.9	f 1.35	11.23	10.09	11.38
2 Spur						364.9	IRMA 1.6	5.8				
42 P	7.24	5.31	8.04	5.46	4.48	366.5	HOPE RANCH 1.4	4.2	1.29	11.18	10.04	11.33
7 Spur						367.9	OLIVA 0.6	2.8				
P	7.30	5.35	8.09	5.50	4.55	368.5	WEST STA. BARBARA D.T. 2.2	2.2	1.25	11.15	10.00	11.30
Term. Yard BKWOTP	7.40 PM	s 5.40 PM	s 8.15 AM	s 5.55 AM	s 5.00 AM	370.7	TO-R SANTA BARBARA D.T.	0.0	1.20 AM	11.10 AM	9.55 PM	11.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.22) 22.90	(0.48) 39.13	(1.00) 31.30	(0.47) 39.95	(1.00) 31.30		............Time over District............ ....Average Speed per Hour........		(0.52) 36.11	(0.44) 42.68	(0.45) 41.73	(0.45) 41.73

Automatic Block System

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 138 January 5, 1933 Lompoc Branch	Distance from Lompoc
		STATIONS	
125 WOYP	302.7	TO SURF 1.1	9.7
31	303.8	BARODA 3.8	8.6
23	307.6	POST 0.5	4.8
15 Spur	308.1	GARUS 0.2	4.3
10 Spur	308.3	LA SALLE 0.8	4.1
13 Spur	309.1	MURRAY 0.7	3.3
10	309.8	ACORN 2.6	2.6
Term. BKWTP	312.4	TO-R LOMPOC 0.6	0.0
	313.0	WHITE HILLS JCT.	0.6
		(10.3)	

Service performed by extra trains.

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 138 January 5, 1933 White Hills Branch	Distance from White Hills
		STATIONS	
	313.0	WHITE HILLS JCT. 3.7	3.7
Term.	316.7	WHITE HILLS	0.0
		(3.7)	

Service performed by extra trains.

At Naples, track on ocean side of main track will be considered the siding.

Water supply at Gaviota for emergency use only.

Water supply at Lompoc for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

EASTWARD — San Francisco Subdivision. — WESTWARD

Time Table No. 138

January 5, 1933

Santa Cruz Branch

Capacity of sidings and spurs in car lengths	FIRST CLASS 188 Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Watsonville Jct.	FIRST CLASS 187 Passenger Arrive Daily
Term. Yard BKWOTYP	8.35 AM	79.2	A. B. S.	TO-R SANTA CRUZ 0.5	20.0	s 11.15 AM
	s	79.7		CASINO 0.7	19.5	s
5 Spur	f	80.4		SEABRIGHT 0.5	18.8	f
4 Spur		80.9		TWIN LAKES 0.8	18.3	f
5 Spur		81.7		CLIFFSIDE 1.5	17.5	f
6 Spur		83.2		OPAL 0.7	16.0	
18 P	s 8.47	83.9		CAPITOLA 1.2	15.3	s 11.03
		85.1		NEW BRIGHTON 1.9	14.1	f
10 P	s 8.55	87.0		APTOS 0.7	12.2	s 10.55
5		87.7		FARLEY 2.0	11.5	
8 Spur		89.7		LEONARD 0.9	9.5	f
3 Spur	f	90.6		ROBROY 0.2	8.6	f
3 Spur		90.8		CRISTO 1.7	8.4	f
13 P	f 9.08	92.5		ELLICOTT 3.3	6.7	f 10.42
34 P		95.8		NUGA 2.0	3.4	f
Term. Yard BKWOTYP	s 9.20	97.8		WATSONVILLE 1.4	1.4	s 10.30
	s 9.25 AM	99.2		TO-R WATSONVILLE JCT.	0.0	10.25 AM
	Arrive Daily			(20.0)		Leave Daily
	(0.50) 24.00			..............Time over District.............. ....Average Speed per Hour..........		(0.50) 24.00

EASTWARD — San Francisco Subdivision. — WESTWARD

Time Table No. 138

January 5, 1933

Boulder Creek Branch

Capacity of sidings and spurs in car lengths	Distance from San Francisco		STATIONS	Distance from Boulder Creek
34 WP	72.4	TO	FELTON 1.0	7.3
	73.4		BONNY BRAE 0.9	6.3
	74.3		BRACKNEY 0.4	5.4
3 Spur	74.7		GLEN ARBOR 1.2	5.0
13 Spur	75.9		NEWELL JCT. 0.4	3.8
10	76.3		BEN LOMOND 1.0	3.4
	77.3		PHILLIPSHURST 0.3	2.4
8 Spur	77.6		SIESTA 0.3	2.1
	77.9		FISH HATCHERY 0.4	1.8
8 Spur	78.3		BROOKDALE 0.5	1.4
	78.8		HARRIS 0.3	0.9
	79.1		FILBERT 0.6	0.6
Term. P	79.7		BOULDER CREEK	0.0
			(7.3)	

Service Performed by Extra Trains

EASTWARD — San Francisco Subdivision. — WESTWARD

Time Table No. 138

January 5, 1933

Davenport Branch

Capacity of sidings and spurs in car lengths	Distance from San Francisco		STATIONS	Distance from Davenport
Term. Yard BKWOTYP	79.2	TO-R	SANTA CRUZ 1.9	11.5
47	81.1		ORBY 2.3	9.6
2 Spur	83.4		WILDER 2.5	7.3
35	85.9		GORDOLA 0.8	4.8
3 Spur	86.7		MAJORS 4.0	4.0
Term. WYP	90.7	R	DAVENPORT	0.0
			(11.5)	

Service Performed by Extra Trains

EASTWARD Salinas Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	196 Passenger Leave Daily	194 Passenger Leave Daily	36 Del Monte Leave Daily	192 Passenger Leave Daily	190 Passenger Leave Daily	Distance from San Francisco	Time Table No. 138 January 5, 1933 Monterey Branch STATIONS	Distance from Pacific Grove	191 Passenger Arrive Daily	193 Passenger Arrive Daily	29 Passenger Arrive Daily	195 Passenger Arrive Daily	197 Passenger Arrive Daily
	FIRST CLASS								FIRST CLASS				
93 WYP	9.43PM	6.04PM	**5.51**PM	10.50AM	9.20AM	110.4	TO-R DEL MONTE JCT.	17.9	s 9.05AM	s 10.35AM	s 1.55PM	s **5.51**PM	s 9.30PM
15	f	f	f	f	f	112.4	2.0 NASHUA	15.9	f	f	f	f	f
14 WP	f 9.51	f 6.13	5.57	f 10.58	f 9.28	113.9	1.5 NEPONSET	14.4	f 8.56	f 10.24	f 1.48	f 5.43	f 9.19
23 Spur	f	f		f	f	114.8	0.9 LAPIS	13.5	f	f	f	f	f
8 Spur	f 9.54	f 6.16	6.00	f 11.01	f 9.31	115.4	0.6 BARDIN	12.9	f 8.53	f 10.21	f 1.44	f 5.40	f 9.16
9 Spur	f	f		f	f	117.3	1.9 MARINA	11.0	f	f	f	f	f
18 P	f 10.01	f 6.24	6.07	f 11.08	f 9.38	119.7	2.4 GIGLING	8.6	f 8.46	f 10.14	f 1.35	f 5.31	f 9.09
13	f	f		f	f	120.4	0.7 WORKFIELD	7.9	f	f	f	f	f
5 Spur	f	f			f	122.1	1.7 PRATTCO	6.2	f	f	f	f	f
10	f	f		f	f	123.3	1.2 SEASIDE	5.0	f	f 10.08	f 1.27	f 5.24	f 9.03
8 Spur						124.3	1.0 RETREAT	4.0					
122 { P	s 10.09	s 6.33	s 6.15	s 11.16	s 9.46	124.9	0.6 DEL MONTE	3.4	s 8.37	s 10.05	s 1.23	s 5.20	s 9.00
P	s 10.13	s 6.38	s 6.20	s 11.20	s **10.00**	125.7	0.8 MONTEREY	2.6	s 8.34	s **10.00**	s 1.18	s 5.15	s 8.55
Yard BKWOTP	s 10.23PM	s 6.50PM	s 6.30PM	s 11.30AM	s 10.10AM	128.3	2.6 TO-R PACIFIC GROVE	0.0	8.25AM	9.50AM	1.00PM	5.00PM	8.45PM
30 Spur						129.9	1.6 ASILOMAR	1.6					
						130.0	0.1 LAKE MAJELLA	1.7					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.40) 26.85	(0.46) 23.35	(0.39) 27.54	(0.40) 26.85	(0.50) 21.48		Time over District Average Speed per Hour		(0.40) 26.85	(0.45) 23.87	(0.55) 19.52	(0.51) 21.06	(0.45) 23.87

Eastward San Francisco Subdivision Westward

Capacity of sidings and spurs in car lengths		Distance from San Francisco	Time Table No. 138 January 5, 1933 San Francisco-San Bruno Branch STATIONS	Distance from San Bruno
BKWO P ITY I	San Francisco Terminal Yard	0.0	TO-R SAN FRANCISCO	13.6
		0.9	0.9 W. P. Ry. Crossing	12.7
		1.2	0.3 O. S. Ry. Crossing	12.4
134		1.6	0.4 EIGHTEENTH STREET	12.0
9 Spur		2.0	0.4 FORD	11.6
16 Spur		4.0	2.0 BERNAL	9.6
25		5.2	1.2 ELKTON	8.4
6 Spur		5.8	0.6 RUP	7.8
91 Spur		6.3	0.5 OCEAN VIEW	7.3
47 147		7.4	1.1 DALY CITY	6.2
33		8.1	0.7 UNION PARK	5.5
75 P		8.5	0.4 COLMA	5.1
63		9.1	0.6 GREENLAWN	4.5
		9.6	0.5 HANNA	4.0
10 Spur		9.7	0.1 EMANUEL	3.9
47 Spur		10.1	0.4 CARROLL	3.5
10 Spur		10.3	0.2 HOLY CROSS	3.3
12 W		11.4	1.1 BADEN	2.2
44 Y		13.0	1.6 TANFORAN	0.6
P		13.6	0.6 SAN BRUNO	0.0
			(13.6)	

Service performed by extra trains and yard engines.

EASTWARD WESTWARD

Salinas Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 138 January 5, 1933 Spreckels Spur Branch STATIONS	Distance from Spreckels
74 YP	120.3	SPRECKELS JCT.	2 5
	122.8	2.5 SPRECKELS	0.0
		(2.5)	

Service performed by extra trains.

EASTWARD WESTWARD

San Francisco Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 138 January 5, 1933 South San Francisco Branch STATIONS	Distance from So. San Francisco
12 W	11.4	BADEN	1.6
Yard	13.0	1.6 SO. SAN FRANCISCO	0.0
		(1.6)	

Service performed by yard engines.

EASTWARD San Francisco Subdivision. WESTWARD

	Capacity of sidings and spurs in car lengths	34 Redwood Leave Daily	46 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 138 January 5, 1933 College Park-Santa Cruz Branch STATIONS	Distance from Vasona Junction	185 Passenger Arrive SATURDAY ONLY	39 Passenger Arrive Daily EX. SAT. & SUNDAY	33 Redwood Arrive Daily
		FIRST CLASS						FIRST CLASS		
San Jose Terminal Yard	IP	9.30AM	5.40AM	45.7		R COLLEGE PARK	7.6	s 3.25PM	s 7.35PM	s 8.10PM
	P	s 9.34	5.44	46.8		1.1 WEST SAN JOSE	6.5	3.21	7.31	s 8.07
	I			47.6	A. B. S.	0.8 W. P. R. R. Crossing	5.7			
	6 Spur			49.7		2.1 MOULTON	3.6			
	48 WP	s 9.42	5.56	50.7		1.0 CAMPBELL	2.6	3.09	7.19	f 8.00
	6 Spur			52.9		2.2 VASONA	0.4			
	P	s 9.47AM	s 6.05AM	53.3 51.8		0.4 R VASONA JUNCTION	0.0	3.00PM	7.10PM	7.55PM
		Arrive Daily	Arrive Daily EX. SUNDAY			(7.6)		Leave SATURDAY ONLY	Leave Daily EX. SAT. & SUNDAY	Leave Daily
		(0.17) 26.82	(0.25) 18.24			Time over District Average Speed per Hour		(0.25) 18.24	(0.25) 18.24	(0.15) 30.40

SPECIAL INSTRUCTIONS.

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco

San Francisco	I. S. Preston, Phelan Building		
	Kline & Logie, 2058 Mission Street		
	M. S. Grousd, 210 Townsend Street		
San Jose	W. H. Turick, 275 So. First St.	King City	J. P. Nordin
	Kochers, 169 So. First St.	Pacific Grove	G. H. Ehmann
Gilroy	J. G. McAlpine	San Luis Obispo	L. M. & R. E. McManus
Watsonville	E. L. Reiding	Santa Barbara	I. F. Bitterly
Santa Cruz	Klein & Trumbley	Lompoc	Walter Ziesche
Salinas	Goodfriend and Traub	Los Gatos	J. B. Streepey

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan except that of eastward trains at Gilroy will apply at train order signal.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose.

Salinas, East End, at crossover west of Signal 1185.

Gonzales, East End, at crossover at station building.

San Miguel, West End, at crossover west of station building.

At other stations where there are crossovers, will apply at initial switch of siding.

Schedule time and train orders Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Watsonville Jct.—Trains on Santa Cruz line.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Mayfield—Trains on Los Altos line.
College Park—Trains on Campbell line.
Carnadero—Trains on Tres Pinos line.
Del Monte Jct.—Trains on Pac. Grove line.
Santa Cruz—Trains on Davenport line.
Surf—Trains on Lompoc line.
Felton—Trains on Boulder Creek line.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 9, 17 AND 19. Must be complied with during day while passing through tunnels between San Francisco and South San Francisco, Metz and Coburn, Cuesta and Goldtree, and Wright and Santa Cruz.

RULE 28. In double track territory between San Francisco and San Jose, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 33. Between Seventh St. and 17th, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line must protect street crossings when no flagman is on duty. East of 17th and Harrison Sts., unprotected crossings must be protected by member of crew at all times.

Whenever trains or engines are standing or moving on Lick siding and within 200 feet of Hillsdale Ave. highway crossing and a train is passing or about to pass on main track, flagman must protect crossing.

S-72. Westward trains are superior to trains of the same class in opposite direction.

RULES D-71 AND 73. Trains and yard engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. Freight trains and yard engines must avoid delaying passenger trains.

RULE 83. Train registers are not maintained at Lick, Coyote, Gilroy, Sargent, Logan or West Santa Barbara.

If a prior check has been obtained, or a positive observation check made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—West Santa Barbara and Santa Barbara it will apply at the end of double track. Trains will approach each other at a rate of speed which will enable check to be made. In case of doubt, a check must be obtained from train dispatcher, before entering single track.

Rule 14 (k) must be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Bayshore Yard
Redwood Junction
Gilroy
Los Gatos
Salinas
Soledad
King City
Santa Margarita

Santa Clara Tower.—Trains via Agnew and Lawrence, originating and terminating at San Jose Yard.

Mayfield.—Scheduled trains via Los Altos and trains originating and terminating.

College Park.—Trains originating and terminating and regular trains via West San Jose. Trains stopping to register will stop with rear of train beyond interlocking limits.

Del Monte Junction.—Trains originating and terminating, and trains via Gigling.

RULE 83 (A). Santa Cruz: Extra trains will register.

RULE 83 (B). SANTA BARBARA: The train-order office is located at the freight house, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or engineers change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

All trains will register at the freight house. First-class trains will register at the passenger station, and may register by ticket at the freight house.

Rule 83 (D) will apply at the freight house.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the freight house.

Visitacion Tower.—Eastward trains originating at Bayshore Yard may obtain train orders and instructions from the crane located at the tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction.—Trains from Western Division may register by ticket, and may receive orders and instructions from crane located near tower.

San Jose—

Eastward Coast division trains originating, and westward Coast division trains terminating at San Jose yard, may register by ticket at San Jose.

Western division trains via Milpitas line, originating or terminating at San Jose yard, may register by ticket at San Jose.

Westward trains originating and eastward trains terminating at San Jose yard, may register by ticket at Santa Clara Tower.

Hadley Tower.—Scheduled trains may register by ticket.

RULE 85. Extra trains handling only passenger equipment may run ahead of first class trains between San Francisco and San Jose.

RULE 93. **Yard limits are defined by yard limit signs at the following stations:**

SAN FRANCISCO
REDWOOD JCT.
SAN JOSE
GILROY
WATSONVILLE JCT.
DEL MONTE JCT.
SALINAS
SOLEDAD
LOMPOC
KING CITY
SAN LUIS OBISPO
GUADALUPE
SURF
SANTA MARGARITA
SANTA BARBARA
FELTON
SANTA CRUZ
PACIFIC GROVE

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE D-97 (A). Will apply on double track between Third Street, San Francisco, and San Jose via Bayshore.

RULE 103 (A). Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching stop should be made before fouling crossing.

No train, motor, engine or car must enter crossing over Bayshore Highway on Chestnut Street, Redwood Harbor spur, at speed greater than 10 miles per hour and must then clear crossing as quickly as practicable.

Movements over County road crossing on spur and siding at Chualar must be protected by a flagman.

Speed on Del Monte Ice Co.'s spur, Del Monte Junction, must not be in excess of ten miles per hour over county road unless protected by flagman on crossing.

RULE 107. When passenger trains are at Santa Margarita, engines will not move through house track until such trains have cleared platform unless the movement be properly safeguarded.

RULE D-152. Crossovers are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3). 1740 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, Howest, San Mateo, Leslie, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

Mayfield.—Crossing over from Los Gatos line to westward main track, trainmen will throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is a facing point switch in eastward main track.

When indicators show block occupied or when block signal 319 indicates stop move from Los Gatos line to westward main track must be made under flag protection.

Tanforan Wye.—Crossover is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3 and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill, track line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track adjacent to westward main track to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal position in most convenient manner.

Carnadero.—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction switch.

RULE 221. All trains except trains originating at San Jose yard must obtain clearance before leaving San Jose.

Westward trains originating at San Jose yard must obtain clearance at Santa Clara Tower.

Eastward Coast division trains and trains via Milpitas line originating at San Jose yard must obtain clearance at San Jose.

Trains must obtain clearance before leaving Santa Cruz.

Eastward trains via Los Altos must obtain clearance before leaving Mayfield.

Light will not be displayed in train order signals at Aptos, Capitola, Felton or Los Gatos except when train orders are to be delivered.

RULE 516. Overlaps are located at:

Nova—Hathaway—Chittenden—Madrone—Luther. . Affecting eastward trains.
Tennant—Spreckles Jct. . . . . Affecting westward trains.
Casmalia (west siding) . . . . Affecting eastward and westward trains.

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

RULE 827. When conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains may make a run of 55 miles and may run in either direction between Surf and Santa Barbara, Santa Margarita and King City and King City and Watsonville Junction without stopping for inspection.

Eastward freight trains will stop at Chorro ten minutes or more for inspection, except when delayed at Serrano or Nova ten minutes or more inspection may be made at that point and stop at Chorro omitted.

Conductors will show on delay reports where inspections are made and the time consumed in doing so.

TRAIN AND AIR INSPECTION

PASSENGER TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.

When eastward trains have more than four head end cars on which retainers are not accessible while running, stop will be made at Nova, unless a stop is to be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Nova or Serrano to turn up the retainers.

When a stop is made while retainers are being used, all those accessible, beginning at the rear car of train must be turned down, air exhausted and again turned up.

Westward trains will not exceed twenty miles per hour from summit to Cuesta, and eastward from summit to west portal of Tunnel No. 8, to get retainers in operation before any great distance is covered.

Passenger trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rules Nos. 13 and 16, and will make the rear end brake test at turning points, as prescribed by Air Brake Rule No. 17.

To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

When making running test at points where rails may be made slippery from oil and water on rails at water or oil columns, or from engines standing on trains, test must not be made until rear of train has passed such point.

Passenger trains must make running test immediately after passing Summit in Tunnel No. 6 between Cuesta and Thyle, eastward leaving Santa Margarita, and at Glenwood immediately after passing station building.

When running test is made leaving San Francisco and San Jose also westward trains leaving San Luis Obispo, trainmen will use signal 16(h) instead of hand or lamp signal.

FREIGHT TRAINS: **Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from Summit to west switch Hathaway, and westward from Summit to Santa Margarita.**

One retaining valve must be used for every 120 Ms in train.

When helper engines remain cut into train, three additional retainers to be used for each helper engine.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed twenty-five miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

Eastward trains will reduce speed to ten miles per hour from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers.

Retainers will be used at points other than those designated, and under conditions where in the judgment of conductor and engineer it is considered necessary.

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down.

Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between points where air brakes are used.

Standing air brake test must be made by eastward trains at Santa Margarita.

When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

AUTOMATIC BLOCK SYSTEM

Main tracks within automatic block system limits not protected by signals—

San Jose. On eastward main track, from westerly line of First street to interlocking signal governing westerly limits San Jose (Fourth street) interlocking plant.

On westward main track, from a point 50 feet east of easterly line of First street to signal No. 465.

Santa Cruz. From station building to signal No. 791.

When moving from Dirigible Base track between Mountain View and Sunnyvale to main track and switch indicator indicates block clear eastward, Signal 367 may be passed in stop position by complying with Rule 509(f).

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop position signalman at Fourth Street Tower, San Jose, will hold trains using this route until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings.

The normal position of Signal 518 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Campbell-Los Gatos Line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Distant signal 3025 at Surf is located on left hand side of track.

OIL BUFFER SPRING SWITCHES

These switches are located at the end of double track at the following points and the indicated speed must not be exceeded while trains are passing over such switches:

West Santa Barbara:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Watsonville Jct. yard	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Sargent:	Facing	westward	30 MPH.
	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
	Trailing	westward	20 MPH.
Coyote:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Lick:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Redwood Jct.	Trailing	eastward	30 MPH.
(Western div.)	Facing	westward	20 MPH.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken, until the switch has been thrown by hand.

Running switches are prohibited and sand, blow off cocks and injectors must not be used nor boosters started, while passing over these switches.

When a block signal in advance of a facing point switch indicates "stop," a careful examination of the switch must be made before passing over it.

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of air whistle in tower requires that trains and engines within limits of plant must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signalmen when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track, to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23d Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short, one long.
For Roundhouse, three short, one long, one short.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.
For track adjacent and parallel to eastward main track............ two short, one long, two short.

To facilitate movement, engines and drags when ready to leave San Francisco or Bayshore, will use following whistle signals for route desired at Bayshore:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station.......................... one short, two long, one short.

Signalman Potrero Tower will notify signalman Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station..... one short, two long, one short.
For car repair yard, two short, one long, two short.
For drill Track No. 1, three short, one long, one short.
For drill Track No. 2, one short, one long, three short.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long, one short, one long.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.

Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long.
For Tunnel No. 5 Spur, three short, one long, one short.
For outbound track, one short, one long, two short.

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.
For Upper Stone yard, two short, one long, two short.
For Lower Stone yard, one short, one long, two short.
Portland Cement Co.'s track, one short, two long, one short.
For Dunham, Carrigan and Hayden Spur............ one long, one short, one long, one short.
For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.
To Western Division westward, one long, one short, one long, one short.
Movement against current traffic, one short, one long, three short.
For siding, two short, one long, two short.
For drill track westward, two short, one long, one short.
For Harbor Spur, one short, one long, two short.
For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

Limits extend from signal, 2150 feet east of tower, on Coast Division westward main track, to signal, 1675 feet west of tower, on Coast Division eastward main track, and on Newark Line to signal, 1650 feet west of tower.

One sound of siren in tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:

For Newark Line, two short, one long, two short.
For Yard, one long, one short, one long.
Yard to roundhouse, one long, one short, one long, one short.
Yard to San Jose station, three short, one long, one short.
Yard to Santa Clara drill track, one short, two long, one short.
Yard to drill track, two short, one long, one short.
Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 1200 feet west of tower to signal 700 feet east of tower on westward main track.

Westward movement between College Park and train yard will be on drill track unless otherwise instructed by yard master.

Whistle signals governing routes as follows:

For westward movement to train yard via drill track, one short, two long, one short.
For track 51 to train yard, two short, one long, two short.
For San Jose freight yard, one long, two short, one long.
For Santa Cruz drill track, one long, one short, one long, one short.
For Santa Clara, drill track, three short, one long, one short, one long.
From roundhouse to eastward main track, one short, two long, two short.

SAN JOSE—(Coast Division)

Limits extend from signals just west of First Street to signal at Fourth Street.

Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Whistle signals governing routes as follows:

For Coast Division trains to Freight Yards, one long, one short, one long.
For Shed track, one short, two long, one short.
For Eastward main track, one short, one long, three short.
For Security warehouse spur, one long, one short, one long, one short.
For Hunt Bros. plant No. 2, two short, one long, one short.

SAN JOSE—(Western Division)

Limits extend from signals just west of First Street to signal at Third Street.

Whistle signals governing routes as follows:

For Western Division trains to Freight Yard, one long, one short, one long.
For San Jose Yard to Niles line, two short, one long, two short.
For Borchers Spur, three short, one long, one short.
For Hunt Bros. plant No. 1, one short, one long, two short.

WEST SAN JOSE

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower.

VALBRICK

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower.

HADLEY TOWER

Limits extend from signal 450 feet east of Tower to signal 10A, located on Eastward main track at crossover switch at Edna.

High two arm signal east of Tower, upper arm governs movement westward on westward main track. Lower arm governs movement against the current of traffic on eastward main track.

High two arm home and distant signal west of Tower, governs movement from eastward main track to single track.

Dwarf light signal, located on westward main track, west of Tower governs when moving from against the current of traffic on westward main track to single track.

High signal S2583 governs movement westward on westward main track, and high signal 10A governs movement eastward on eastward main track.

Dwarf light signal S2581 located between main tracks east of crossovers, governs when moving from against the current of traffic on eastward main track to westward main track.

Dwarf light signal 10B located at base of signal 10A, governs when moving from eastward main track to, and against the current of traffic on westward main track.

When making a crossover movement, or when signals S2583 or 10A are in the stop position, trains must obtain authority from signalman by telephone, located on pole near signal S2583, or at west end station building, and then be governed in accordance with Rule 663.

Whistle signal, one short, one long, two short, will call for movement from single track to, and against the current of traffic on eastward main track.

MISCELLANEOUS

SAN FRANCISCO-SAN JOSE—Including Ocean View Line

When moving stock from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined up and until movement is clear of main track. All members of the crew will accompany yard engine to stock corrals.

OUTBOUND: When ready to make the movement, foreman will obtain by telephone from the signal operator at Bayshore Tower, a line-up of trains or other movements. When conditions are such that crossover may be made, flagmen must be sent to protect the movement. Line derail, wait a sufficient length of time to afford proper protection, then line crossover switch in eastward main track, next crossover switch in westward main track, and last switch from main track to stock track. After crossover movement has been made, line switches in normal position, closing crossover switch to eastward main track last. After which flagman may be recalled.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

When Santa Fe are operating tracks in this vicinity, Southern Pacific crews must make movements to Stock Yards under flag protection.

Westward trains arriving Redwood Junction during early morning hours when impossible to leave ahead of passenger trains, will stop east of Middlefield road crossing so local crews will not be delayed switching spurs.

SAN JOSE-WATSONVILLE JUNCTION

Chittenden. Track nearest County road and parallel thereto is the property of the California Central Railroad and used as interchange from Southern Pacific to California Central Railroad. It is accessible from Southern Pacific main track at east end. Interchange from California Central Railroad to Southern Pacific is on long tail track running west from pocket track adjacent to track of the California Central Railroad. California Central Railroad tracks must not be used beyond frog at west end of their interchange track and cars must not be left standing less than 70 feet from east end of this track.

Granite Rock Company will do the switching within switches at Logan; Southern Pacific Company trains will protect.

Westward passenger trains over 12 cars take water East of San Jose in order to avoid blocking First Street, San Jose.

WATSONVILLE JUNCTION-SAN LUIS OBISPO

Engines with engine tenders of less than 9,000 gallon capacity must have full tank of water leaving San Luis Obispo westward and Santa Margarita eastward.

The tonnage of freight trains between San Luis Obispo and Santa Margarita must not exceed 120 M's per operative brake.

SAN LUIS OBISPO—SANTA BARBARA

The siding opposite station building, Casmalia, will be known as Casmalia. The siding located between mile posts 286 and 287, west of Casmalia will be known as West siding Casmalia.

Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as No. 1 is 2.3 miles from Narlon and a spur of 25 car capacity known as No. 2 is 4.0 miles from Narlon.

MAYFIELD-WEST SAN JOSE-WATSONVILLE JUNCTION—via Santa Cruz

Westward first class trains from West San Jose, will stop to clear fouling point of switch leading to roundhouse lead at College Park. If track is then seen to be clear, train may proceed to interlocking signal while conductor is registering.

The normal position of junction switch at Vasona Junction is for the Los Gatos—Los Altos line.

The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 120 M's per operative brake.

The normal position of junction switch at Felton is for the Vasona Junction-Santa Cruz Line.

The siding opposite station building, Felton, will be known as Felton. The siding located one mile east of Felton will be known as East Siding Felton.

Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

The normal position of switch 150 feet west of overhead bridge east end of Santa Cruz Yard is for siding, where westward trains will enter yard.

1400, 1500, 2400, 3000, 3100, or 3200 class engines except P11 type, must not be used between Vasona Junction and Santa Cruz, except that 2400 class P1 and P3 type may be used between Vasona Jct. and Los Gatos, but must have full tank of water before leaving Los Gatos.

Eastward passenger trains moving via Los Gatos and having trains with 6 cars or less will take full tank of water at Los Gatos. Trains with more than 6 cars will take full tank of water at Mayfield, and will not be required to take water at Los Gatos or Wright unless necessary for operating reasons.

Engines on eastward freight trains will be given full tank of water at Los Gatos and will avoid blocking street crossings.

2400, 3000 and 3100 class engines except P11 type, must not be used between Watsonville Jct. and Santa Cruz.

DEL MONTE JUNCTION-LAKE MAJELLA

Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

2400, 3000 and 3100 class engines, except P1, 3, 11 type, must not be used between Del Monte Jct. and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

SPEED RESTRICTIONS

SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN BAYSHORE AND COLLEGE PARK, LOGAN AND WEST SWITCH, WATSONVILLE JCT. YARD, SAN ARDO AND SOLEDAD AND PISMO AND GUADALUPE A MAXIMUM SPEED OF 60 MILES PER HOUR MAY BE MADE, PROVIDING TENDER IS OF OVER 7,000 GALLONS OF WATER CAPACITY, IF OF 7,000 GALLONS OR LESS MAXIMUM SPEED MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT OR MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN BAYSHORE AND SANTA CLARA, SAN ARDO AND SOLEDAD AND PISMO AND SURF A MAXIMUM SPEED OF 40 MILES PER MAY BE MADE.

MT 1, 2, 3, 4, 5 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S.P. 1, 2, 3, TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR, NOR EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

THE FOLLOWING TYPES OF ENGINES MUST NOT EXCEED MAXIMUM SPEED AS INDICATED:

"TW"—"C" 11, 12, 14, 15, 17—"MK" 2, 4—"MC" 2, 4, 6—"AC" 1, 2, 3, 4, 5	40 MPH
"C" 2 to 10 and 18 to 23 incl.—"F" 1, 3, 4, 5, 6—"SP" 1, 2, 3—"MM" 2—"AM"	45 MPH
"M"—"T" 1, 2, 7, to 23, 28, 31, 34, 36, SD&A, 20 and 26—"MK" 5, 6, 7, 8, 9	50 MPH

THE SPEED OF 4000. 4100 AND 5000 TYPE OF ENGINE MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; SANTA MARIA BRIDGE 275-C, GUADALUPE; SANTA YNEZ RIVER BRIDGE 301-E, SURF; CANADA HONDA VIADUCT 308-A, HONDA, THESE CLASSES OF ENGINES MUST NOT BE OPERATED ON SPRECKELS BRANCH OR TURNED ON WYE AT SPRECKELS JUNCTION.

MT-2 TYPE ENGINES (4385-4390) WILL NOT EXCEED 30 MILES PER HOUR AND 4400 CLASS ENGINES 25 MILES PER HOUR OVER PAJARO RIVER BRIDGE. 92-B, CHITTENDEN; SANTA MARGARITA CREEK, 232-D, SANTA MARGARITA; SANTA MARIA RIVER, 275-C, GUADALUPE; SANTA YNEZ RIVER 301-E, SURF; CANADA HONDA VIADUCT, 308-A, HONDA; JALAMA CANON, 320-B, JALAMA; ALEGRIA CANON, 336-A, WEST OF GAVIOTA; AGUA CALIENTE CANON, 337-A, WEST OF GAVIOTA; GAVIOTA CANON, 338-F, WEST OF GAVIOTA; CEMENTARIO CANON, 339-G, EAST OF GAVIOTA; ARROYO HONDA, 343-C, LENTO; EL CAPITAN, 350-F, CAPITAN; DOS PUEBLOS, 354-D, NAPLES.

EAST LEG OF WYE SPRECKELS JUNCTION MAY BE USED BY ENGINES NOT LARGER THAN 2, 10, 2 CLASS. SPEED RESTRICTED TO 5 MILES PER HOUR.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Pages	BETWEEN	Passenger	Freight or Mixed	Engines (with or without train) Backing	Engines Runn'g Light	Yard Engines running under own steam or towed in trains
2-3-4-5-6	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 miles	25	25	15	25	20
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore	45	25	20	35	20
2-3-4-5-6	Bayshore—College Park	60	40	20	35	20
2-3-4-5-6	College Park—San Jose	45	35	20	30	20
7	Mayfield—Vasona Junction	40	30	20	30	20
7	Vasona Junction—Los Gatos	30	18	15	25	20
7	Los Gatos—Eva	20	15	10	20	20
7	Eva—Santa Cruz	25	18	15	25	20
8–9	San Jose—Gilroy	50	35	20	35	20
8–9	East city limits Gilroy—End double track Sargent	60	40	20	35	20
8–9	End double track Sargent—Logan	50	35	20	35	20
8–9	Logan—West switch, Watsonville Jct. yard	60	35	20	35	20
8–9	West switch, Watsonville Jct. yard—Yard office	45	30	20	35	20
8–9–10	Yard Office—East end double track, Watsonville Jct. (Eastward track)	10	10	10	10	10
9	Carnadero—Tres Pinos	35	30	15	30	20
10	Watsonville Junction—Soledad	50	35	20	35	20
10	Soledad—San Ardo	60	40	20	35	20
11	San Ardo—Santa Margarita	50	35	20	35	20
11	Santa Margarita—Goldtree	30	18	15	22	20
11	Goldtree—San Luis Obispo	45	18	15	22	20
12	San Luis Obispo—Pismo	50	35	20	35	20
12	Pismo—Guadalupe	60	40	20	35	20
12	Guadalupe—Surf	50	40	20	35	20
12–13	Surf—Santa Barbara	50	35	20	35	20
13	Surf—Lompoc	20	20	15	20	20
13	Lompoc—White Hills	15	15	10	10	10
14	Santa Cruz—Watsonville Junction	30	25	15	25	20
14	Boulder Creek—Felton	20	12	8	12	12
14	Davenport—Santa Cruz	30	30	20	25	20
15	Del Monte Junction—Monterey	40	30	15	30	20
15	Monterey—Pacific Grove	25	18	15	20	20
15	Pacific Grove—Asilomar	15	15	10	15	15
15	Spreckels Junction—Spreckels	..	15	10	15	15
15	College Park—Vasona Junction	40	30	20	30	20
15	Valencia St.—San Bruno via Tanforan	30	18	12	20	20

Where the maximum speed is 35 M. P. H. for engines running light, Class E, P, A, Mt. 1, 2, 3, 4, 5 and GS1 engines may make 40 M. P. H.

Disabled engines hauled in trains or running under own steam:	M.P.H.
When main rod only is removed	30
When side rods only are removed	30
When both main and side rods are removed	20
Relief trains with steam derrick	25
Through crossovers, turn outs and on sidings unless otherwise specified	10
Eastward trains through turn out, end double track, Hadley Tower	30
San Luis Obispo yard, limits indicated by slow boards	15
New Almaden Branch, on curves	6
San Francisco—San Bruno, yard drags: SW type engines	20
San Francisco—San Bruno, yard drags: Other type engines	35
M. of W. crane 4046 with light end forward	25
Through interlocking plants	With caution

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such trains is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED OF TRAINS REGULATED THROUGH CITY LIMITS

	Miles per Hour
San Francisco—San Bruno Line between 3rd and Valencia Sts.	15
Burlingame, trains 72, 34, 69 and 36 (over crossings Oak Grove Ave. to Peninsula Ave. incl.)	30
Redwood City	45
San Jose, unprotected grade crossings	12
Palo Alto (over University Ave. to Lytton Ave.)	20
Gilroy	35
Santa Cruz, Watsonville	20
Hollister	15
Salinas: From westerly city limit signs to Main St.	35
Salinas: From Main St. to Cattleman's Lane	25
Santa Barbara	30

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M.P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco	Bayshore	Mariposa St. Bridge	20.9′	See Note 1
1.3	“	“	A.T.& S.F.R.R. Crossing	21.1′	....
1.5	“	“	Tunnel 1	21.9′	7.5′
1.7	“	“	22nd Street Crossing	20.6′	See Note 2
1.9	“	“	23rd Street Crossing	21.1′	See Note 3
2.0	“	“	Tunnel No. 2	21.1′	7.5′
3.1	“	“	Oakdale Avenue	20.8′	See Note 4
3.7	“	“	Williams Ave. Bridge	21.8′	See Note 5
3.4	“	“	Tunnel 3	21.9′	7.5′
4.2	“	“	Paul Ave.	20.2′	See Note 6
4.6	“	“	Tunnel 4	21.1′	6.9′
7.7	Bayshore	So. San Francisco	“ 5	21.4′	7.2′
29.7	Menlo Park	Palo Alto	San Francisquito Creek Br.	21.8′	7.5′
46.9	San Jose	Passenger Station	Station Building	20.1′	....
155.3	Espinosa	Coburn	Tunnel 5½	......	8.2′
200.6	Bradley	Nacimiento	Salinas River Bridge	......	7.5′
222.0	Templeton	Asuncion	Road Crossing	......	8.3′
239.6	Cuesta	Thyle	Tunnel 6	18.5′	6.3′
240.2	Thyle	Serrano	“ 7	18.3′	6.6′
240.9	“	“	“ 9	18.0′	6.7′
241.7	“	“	“ 10	17.5′	6.7′
245.8	Serrano	Chorro	“ 11	18.6′	6.7′
251.1	Hathaway	San Luis Obispo	Road Crossing	21.7′	7.6′
251.2	“	“	“		7.8′
251.8	“	“	“	21.6′	7.9′
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing	......	6.8′
261.7	Tiber	Pismo	Villa Creek, 3rd Crossing	......	7.4′
275.4	Bromela	Guadalupe	Santa Maria Bridge	19.3′	7.0′
279.5	Guadalupe	Waldorf	Road Crossing	21.9′	8.3′
301.9	Ajax	Surf	Santa Ynez River Bridge	21.3′	7.2′
318.3	Sudden	Jalama	Tunnel 12	18.2′	7.3′
334.4	Drake	Sacate	“ 13	18.9′	8.4′
335.0	Sacate	Gaviota	Overhead Bridge	......	8.0′
358.2	Vilo	Ellwood	“ Crossing	21.8′	8.4′
368.0	Hope Ranch	Santa Barbara	“ Bridge	......	7.9′

SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW

M.P.	East of	West of	Description	Height	Side Clearance
3.0	Valencia St.	Bernal	Dolores Street Bridge	19.1′	6.9′

VASONA JUNCTION—SANTA CRUZ

M.P.	East of	West of	Description	Height	Side Clearance
32.4	Mayfield	Congress Jct.	Trolley Poles	......	7.5′
45.3	“	“	“	......	7.5′
62.0	Wright	Laurel	Tunnel 1	19.7′	7.7′
64.0	Laurel	Glenwood	“ 2	19.6′	6.9′
66.0	Clems	Tank Siding	“ 3	21.1′	7.5′
69.3	Meehan	Olympia	“ 4	21.3′	7.6′
73.4	Big Trees	Rincon	San Lorenzo River Bridge	19.2′	7.5′
74.1	“	“	Tunnel 5	16.7′	6.1′
78.2	Eblis	Park Street	Tunnel 6	16.9′	6.6′

WATSONVILLE JCT.—SANTA CRUZ

M.P.	East of	West of	Description	Height	Side Clearance
80.1	Santa Cruz	Seabright	San Lorenzo River Bridge	......	7.5′
90.1	Leonard	Robroy	Road Crossing	......	7.8′

DEL MONTE JUNCTION—PACIFIC GROVE

M.P.	East of	West of	Description	Height	Side Clearance
113.5	Nashua	Neponset	Salinas River Bridge	......	7.4′

LICK—NEW ALMADEN

M.P.	East of	West of	Description	Height	Side Clearance
62.1	Greystone	New Almaden	Arroyo Seco Bridge	21.3′	6.8′

FELTON—BOULDER CREEK

M.P.	East of	West of	Description	Height	Side Clearance
72.3	Felton	Lime Kiln	San Lorenzo River Bridge	19.3′	7.3′
76.5	Ben Lomond	Phillipshurst	1st Crossing Lorenzo River	21.7′	8.0′
78.5	Brookdale	Harris	5th “ “ “	21.8′	7.9′

NOTES

1.—Mariposa St. Bridge side clearance is 4.5′ at a point 17.0′ above top of rail on Eastward Main Track.

2.—22d St. Bridge side clearance is 5.2′ at a point 16.9′ above top of rail on Eastward Main Track ,and 6.1′ at a point 17.2′ above top of rail on Westward Main Track.

3.—23d St. Bridge side clearance is 6.0′ at a point 16.5′ above top of rail on Westward Main Track and 6.1′ at a point 16.6′ above top of rail on Eastward Main Track.

4.—15th Ave. Bridge side clearance is 5.7 at a point 16.1′ above top of rail on Westward Main Track, and 6.3′ at a point 16.1′ above top of rail on Eastward Main Track.

5.—Williams Ave. Bridge side clearance is 4.8′ at a point 20.9′ above top of rail on Westward Main Track, and 7.2′ at a point 20.9′ above top of rail on Eastward Main Track.

6.—Paul Ave. Bridge side clearance is 5.9′ at a point 18.9′ above top of rail on Westward Main Track and 6.1′ at a point 18.9′ above top of rail on Eastward Main Track.

AVERAGE TARE WEIGHT OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	......	......
" —66 ft.	127,610	......	......
" —70 ft.	122,620	......	......
" —70 ft. (with Auto. End Door)	125,800	......	......
" —(Dynamo)	98,730	......	......
"	......	87,120	81,120
Baggage and Mail—60 ft.	103,620	......	......
" " " —69 ft.	124,760	......	......
" " " —70 ft.	129,140	......	......
" " "	......	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry.	......	74,000	60,000
" " —G.N.Ry.	......	......	70,000
" " —A.R.E. No. 40- 154	......	78,000	......
" " — " " 155- 224	......	89,000	......
" " — " " 500- 506	......	110,000	......
" " — " " 1101-1175	......	85,000	......
" " —P.F.E. " 500- 799	......	83,000	......
Tea and Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage—40 ft.	74,530	......	......
" " —60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	......	84,740
" —74 ft.	163,900	......	......
Coaches—60 ft.	98,130	......	......
" —70 ft.	137,640	......	......
" —72 ft.	139,660	......	......
" —73 ft.	148,040	......	......
" —72 ft. (Interurban)	120,000	......	......
"	......	......	81,210
All-Day Lunch—Chair	105,970	......	......
" " —Coach	103,875	......	......
Cafe Coach	......	138,600	......
Diner—70 ft.	......	135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000	......	......
" —77 ft. (Clere Story Roof)	161,520	165,530	......
" —79 ft.	169,100	......	......
" —80 ft.	175,200	......	......
Cafe Parlor	148,950	161,200	......
Lounge	173,000	......	......
Observation—75 ft.	154,400	......	......
" —77 ft.	173,300	......	......
"	......	141,870	121,300
Pullman—Observation	164,600	153,000	......
" —Observation Lounge	171,200	......	......
" —Lounge	168,700	......	......
" —Parlor	155,600	147,500	......
" —Bedroom Car	167,600	......	......
" —Standard Sleeper	164,600	144,000	......
" —Tourist	140,600	133,000	......
Rail Car—Gas-Electric, 400 H.P.	158,400	......	......
" —Gas-Electric, 600 H.P.	167,200	......	......
" —McKeen—55 ft.	64,140	......	......
" — " —70 ft.	71,530	......	......
Observation (Open Top)	......	......	62,000

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Mgr.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. Wilbert F. Swett	Oculist.
San Francisco	Dr. John C. Williams	Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
So. San Francisco.	Dr. Edwin I. Bartlett	District Surgeon.
So. San Francisco.	Dr. Mark D. Lessard	Asst. District Surgeon.
Ocean View	Dr. Harry A. Deering	Emergency Surgeon.
San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
Burlingame	Dr. H. A. Macomber	District Surgeon.
San Mateo	Dr. Carl L. Hoag	District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
Mayfield	Dr. Granville Wood	District Surgeon.
Palo Alto	Dr. L. E. Phillips	Emergency Surgeon.
Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.
Campbell	Dr. W. I. Merrill	Emergency Surgeon.
Los Gatos	Dr. R. P. Gober	District Surgeon.
Ben Lomond	Dr. W. A. Phillips	District Surgeon.
Santa Cruz	Dr. P. T. Phillips	District Surgeon.
Santa Cruz	Dr. A. Phillips	Asst. District Surgeon.
Davenport	Dr. J. J. Gaynor	Emergency Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. H. J. Arnold	Asst. District Surgeon.
San Jose	Dr. D. A. Beattie	Consulting Surgeon.
Morganhill	Dr. L. V. Saph	District Surgeon.
Gilroy	Dr. R. H. Prien	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodward	Asso. District Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Pacific Grove	Dr. H. M. Hoyt	District Surgeon.
Salinas	Dr. E. Wiley Reeves	District Surgeon.
Salinas	Dr. Rollin Reeves	Asst. District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
Soledad	Dr. F. E. Weibe	District Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. C. R. Kennedy	District Surgeon.
Paso Robles	Dr. Gifford L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry.	Emergency Surgeon.
San Luis Obispo	Dr. H. A. Gallup	District Surgeon.
San Luis Obispo	Dr. F R. Mugler	Asst. District Surgeon.
San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist.
Guadalupe	Dr. W. D. Sink	District Surgeon.
Guadalupe	Dr. W. C. Conser	Asst. District Surgeon.
Lompoc	Dr. L. E. Heiges	District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Surgeon.
Santa Barbara	Dr. A. B. Steele	Asst. District Surgeon.
Santa Barbara	Dr. Wm. J Mellinger	Aurist.
Santa Barbara	Dr. G. W. Jean	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co.	354.92		
	S. P. Co.	10.37	365.29	
End Western Division to San Jose	C. P. Ry.		1.51	
End Western Division to Santa Clara	S. P. C. Ry.		1.28	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
Total First Main Track				369.45

Second Main Track

San Francisco to Santa Barbara	S. P. R. R. Co.	65.94		
	S. P. Co.	10.37	76.31	
Redwood Jct. to Sweeny	C. P. Ry.		1.32	
Total Second Main Track				77.63
Total 1st and 2nd Main Track				447.08

First Branch Track

Campbell to Almaden Junction	S. P. C. Ry.		9.12	
Felton to Boulder Creek	S. P. C. Ry.		7.50	
College Park to Santa Cruz	S. P. C. Ry.		34.76	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Surf to White Hills	S. P. R. R. Co.		14.31	
Mayfield to Vasona Junction	S. P. Co.		16.27	
Del Monte Junction to Lake Majella	S. P. R. R. Co.		19.60	
Lick to New Almaden	S. P. R. R. Co.		7.71	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
San Francisco to San Bruno	S. P. R. R. Co.		13.18	
Baden to San Bruno via South San Francisco	S. P. R. R. Co.	1.60		
	S. P. Co.	1.29	2.89	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.84	
Carnadero to Tres Pinos	S. P. R. R. Co.		18.45	
Total First Track				178.73
Total Branches				178.73
Total All Tracks Coast Division				625.81

RATING OF ENGINES—COAST DIVISION—For Through and Local Trains in Ms of 1000 lbs. Back of Tender. Revised as of May 13, 1931.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco & Watsonville Jct. Santa Margarita to Watsonville Jct.	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
E-23	E-73 20/24 92	1433 to 1458	190	2300	2000	530	470	1300
E-23	E-73 20/24 101-S							
E-27	E-73 20/26 113-S	1526 to 1540	210	2800	2450	670	600	1600
M-4	M-63 20/28 126	1615 to 1719	190	2950	2550	780	700	1750
M-4	M-63 20/28 135-S							
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	3650	3150	990	890	2150
M-9	M-63 21/28 150-S	1804 to 1822, 1828 to 1830, 1836	210	3850	3350	1050	950	2250
Pr-1	Pr-70 23/28 137-S	1900 to 1903	170	3350	2950	850	760	1950
Pr-2	Pr-70 23/28 141-S	1904, 1905						
T-1	T-63 20/26 112	2235 to 2273	180	2650	2300	700	630	1550
T-26	T-69 21/28 152-S	2283 to 2300	200	3400	2950	860	770	1950
T-23	T-63 21/28 148-S	2301 to 2310	210	3800	3350	1050	940	2250
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	3650	1150	1050	2500
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	4300	3750	1150	1050	2550
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	3800	1150	1050	2550
P-10	P-73 25/30 181-SF	2478 to 2483	200	4600	4000	1200	1050	2650
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	4800	4150	1250	1150	2900
P-11	P-68 24/26 157-S	3100 to 3109	180	3700	3200	900	800	2100
P-12	P-73 27/28 189-SF	3120 to 3129	190	5050	4400	1250	1150	2900
C-9,10	C-57 22/30 194-S	2513 to 2599, 2750, 2752 to 2860	210	4600	3950	1300	1150	2700
C-9,10	C-57 22/30 200-SF							
C-8	C-57 22/30 192-S	2698 to 2749, 2751						
C-5	C-57 22/30 187-S	2624 to 2679						
C-5	C-57 22/30 185-S	2680 to 2693						
C-5	C-57 22/30 180	2624 to 2679	200	4100	3550	1150	1050	2400
C-5	C-57 22/30 178	2680 to 2693						
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	3050	950	850	2050
TW-8	TW-54 23/32 161-S	2914 to 2921-2923	190	3900	3200	1050	950	2250
TW-3	TW-50 20/26 120	2932 to 2945	170	2900	2500	800	700	1700
TW-2	TW-50 20/26 118	2946 to 2953						
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	2500	630	550	1700
Mk-2, 4	Mk-57 23¾/30 206-S	3200 to 3240	210	5400	4650	1500	1350	3200
Mk-2, 4	Mk-57 23¾/30 206-SF							
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	5850	5150	1600	1450	3500
Mk-5, 6	Mk-63 26/28 210-SF							
F-1	F-63 27½/32 273-S	3600 to 3652	200	6700	5800	1900	1700	3950
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	8000	7000	2350	1900	4750
F-5	F-63 29½/32 306-B/62-SF	3764 to 3768						
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	5750	1800	1550	4000
Sp-1	Sp-63 $\frac{25}{28\text{-}32}$ 316/B-60SF	5000 to 5048	225	8000	7900	2600	2100	5300
Sp-2 3	Sp-63 $\frac{25}{28\text{-}32}$ 317/B-61SF							

From Morganhill eastward and westward the following exceptions in ratings as shown above;
Nominal class, C-5, 8, 9, 10-Mk 2, 4-P10, 12—10,000ms, F-1, 4, 5-Mk 5, 6-Mt. 1, 3, 4, 5—12,000ms.

Allowance for Empty and Underloaded Cars—M's	Less than 40 M's	6	6	3	3	3
	40 M's to 50 M's	3	3	0	0	0
	More than 50 M's	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

CLASS "C"—Consolidation "T"—Ten-wheelers "M"—Moguls "TW"—Twelve-wheelers "Mk"—Mikado" "P"—Pacific Type "E"—Eight-wheelers "Pr"—Prairie Type "Mt"—Mountain Type "S.P." Southern Pacific Type

COMPANY HOSPITALS

GENERAL HOSPITAL .... San Francisco

EMERGENCY HOSPITAL ...Third and Townsend Streets, San Francisco

EMERGENCY HOSPITAL .... Bayshore

Stretchers for emergency use are located at the following stations:—San Francisco (Freight House), Bay shore (Yard Office), South San Francisco, Colma, Redwood Junction, San Jose (Passenger Station), Santa Cruz, Tres Pinos, Watsonville Jct. (Yard Office), Salinas, Del Monte Jct., San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia and Surf.

TRAINMASTERS

L. P. HOPKINS ....San Jose
H. R. HUGHES ...Watsonville Jct.
J. M. CARDWELL, San Luis Obispo

TERMINAL TRAINMASTERS

J. G. SELDEN .....San Francisco
W. A. DRAKE, B. J. SMITH ..Watsonville Jct.
E. C. PEARCE, T. W. CARDWELL San Luis Obispo

ROAD FOREMAN OF ENGINES

J. Q. DAVIS.........San Francisco

CHIEF TRAIN DISPATCHER

I. J. ONYON.........San Francisco

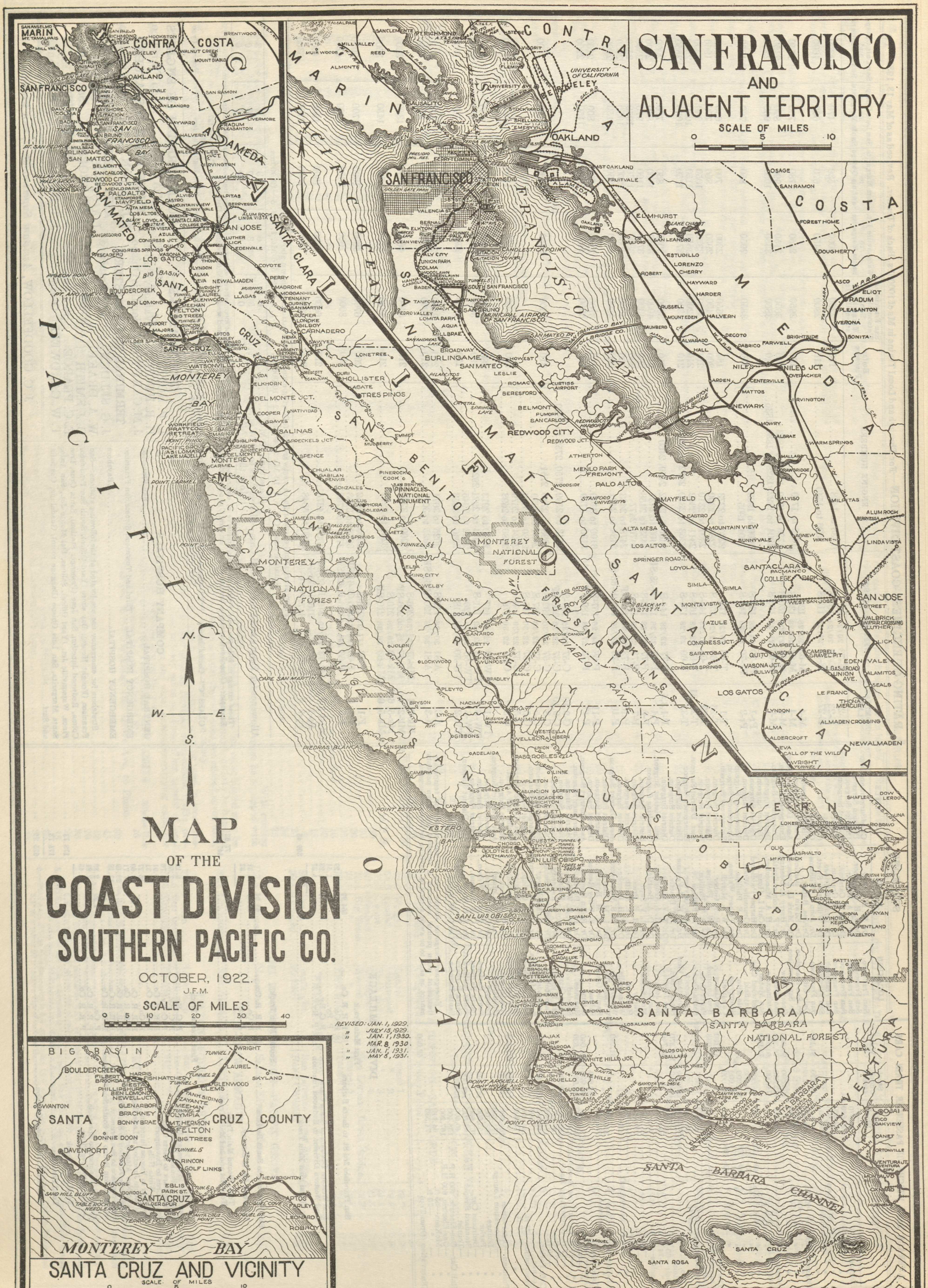
ASST. CHIEF TRAIN DISPR'S

J. A. STONE.........San Francisco
D. W. BROPHY .....San Francisco

EXAMINER

J. T. BELL..........San Francisco

J. C. GOODFELLOW, *Assistant Superintendent*, San Francisco


SAN FRANCISCO AND ADJACENT TERRITORY
SCALE OF MILES
0 5 10
SANTA CRUZ AND VICINITY
SCALE OF MILES
0 10
PACIFIC OCEAN
MONTEREY BAY
ESTERO BAY
SANTA BARBARA CHANNEL
SAN FRANCISCO BAY
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
FRESNO
KINGS
KERN
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
MONTEREY NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
SAN FRANCISCO
OAKLAND
BERKELEY
SAN JOSE
SANTA CRUZ
SALINAS
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
POINT CONCEPTION
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
N.
S.
W.
E.

MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.

OCTOBER, 1922.
J.F.M.
SCALE OF MILES
0 5 10 20 30 40

REVISED: JAN. 1, 1929.
" JULY 15, 1929.
" JAN. 1, 1930.
" MAR. 8, 1930.
" JAN. 1, 1931.
" MAY 8, 1931.